

Great Yarmouth Third River Crossing

Application for Development Consent Order

Document 5.1: Pre-application Consultation Report

Planning Act 2008 section 37(3)(c)

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Foreword

This document accompanies an application ('the Application') submitted by Norfolk County Council ('the 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). Section 37 of the Planning Act 2008 also requires the application to be accompanied by a consultation report.

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Glossary of Abbreviations and Defined Terms

GLOSSARY

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).
Beacon Park Enterprise Zone Site	15.7 hectare site within the Great Yarmouth and Lowestoft Enterprise Zone which falls under the broader 'Space to Innovate' Enterprise Zone.
Bridge Lowered	Position of the bascule bridge where it is closed to vessels, and open to vehicular traffic, cyclists and pedestrians.
Bridge Raised	Position of the bascule bridge where it is closed to vehicular traffic, cyclists and pedestrians, and open to vessels.
Crossing	The combined double leaf bascule bridge and the Southtown Road bridge structure (i.e. from it's junction with the new roundabout on William Adams Way to the new junction on South Denes Road).
Double Leaf Bascule Bridge	Opening span and mechanism needed to operate the bridge.
Eastern Power Networks plc	The licenced distribution operator for the distribution electricity network in Great Yarmouth.
The EIA Regulations	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.
Great Yarmouth Enterprise Zone Sites	Collective term for the South Denes and Beacon Park Enterprise Zone Sites, which form part of the broader Great Yarmouth and Lowestoft Enterprise Zone.
Kingsgate Community Centre	Kingsgate Community Centre is occupied by the Kingsgate Community Church, providing regular community events/activities, and a café.

Term	Definition
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. • There are knuckles on both the east and west sides of the River Yare.
MIND Centre and Grounds	<p>Land located to the south of Queen Anne’s Road, comprised within Plot Nos. 1-27, 2-03, 2-05, 2-06 and 2-07 on the Land Plans (document reference 2.5), which is currently leased to Great Yarmouth and Waveney Mind for the purposes of its charitable aims and objectives.</p>
NCC	<p>Norfolk County Council (other than in its Highway Authority role as promoter of the Scheme).</p>
New Dual Carriageway Road	<p>Description of road type on the Crossing.</p>
Order Land	<p>Land that is proposed to be acquired and land over which new rights are proposed to be created and acquired, as shown on the Land Plans (document reference 2.5).</p>
Opening Span	<p>Length of bridge structure that opens.</p>
Order Limits	<p>Limits of land within which the authorised development may be carried out, as shown on the Land Plans (document reference 2.5) and the Works Plans (document reference 2.6).</p>

Term	Definition
The Outer Harbour	Part of the Port of Great Yarmouth, the deep water Outer Harbour (completed in 2010) is situated at the southern end of the South Denes peninsula and offers direct access to the North Sea.
The Planning Act	The Planning Act 2008.
The Port	The Port of Great Yarmouth, comprising both commercial quays on both sides of the River Yare and Outer Harbour and within the jurisdiction of the Great Yarmouth Port Authority.
Principal Application Site	The land comprised in the Application Site but excluding the Satellite Application Sites.
Proposed Scheme	Great Yarmouth Third River Crossing project at the time of statutory pre-application consultation.
Proposed Scheme Boundary	The boundary of the land within which the Proposed Scheme was proposed to be carried out, at the time of statutory pre-application consultation, as delineated by a red line on Figure 2.3 of the PEIR.
Reinforced Earth Embankment	A reinforced earth or reinforced soil embankment is a general term which refers to the use of placed or in situ soil or other material in which tensile reinforcements act through interface friction, bearing or other means to improve stability. The reinforced earth embankment is supported by driven piles and pilecaps.
Satellite Application Sites	The parts of the Application Site within which Work Number 13 may be carried out, as shown on the Works Plans (document reference 2.6) and described in Schedule 1 to the draft DCO (document reference 3.1).
Saturn Model	A computer programme that calculates the assignment of traffic movements on the road network, which is used to evaluate transport schemes.
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent.
Southtown Road Bridge	Bridge structure over Southtown Road.
South Denes Enterprise Zone Site	58.8 hectare site within the Great Yarmouth and Lowestoft Enterprise Zone which falls under the broader 'Space to Innovate' Enterprise Zone.

Term	Definition
Statutory Designated Sites	Sites which have been designated under UK and in some cases European or international legislation which protects areas identified as being of special nature conservation importance.
Study Area	The boundary/extents of a specific assessment.
Underpass	The underpass beneath the Crossing, located on the east side of the River Yare, to be constructed to provide a new private means of access for the benefit of owners and occupiers of adjoining land.
Vessel Impact Protection Systems	These are specific protection systems located at the interface between the physical protection system, the bascule abutments and the River Yare. These systems will take the form of fenders or equivalent (formed of different materials) which are used to deflect or redirect an aberrant vessel away from the knuckles. The fenders are designed to provide required levels of protection to both vessels, the “knuckles” and the fenders themselves in accordance with national and international recommendations for the protection of bridge structures on navigable waterways.
Vessel Waiting Facilities	Provision of vessel waiting facilities to the north and south of the Crossing, either as floating pontoons or additional fendering to the existing berths, including any dredging and quay strengthening works that may be required.
WebTAG	The Department of Transport’s guidance on appraising transport schemes.

ABBREVIATIONS

Abbreviation	Definition
AADT	Average Annual Daily Traffic
AAWT	Annual Average Weekday Traffic
AAWT	Annual Average Weekday Traffic
ADMS	Atmospheric Dispersion Model System
AEP	Annual Exceedance Probability
AIA	Arboricultural Impact Assessment
AM	Ancient Monuments
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty

Abbreviation	Definition
AST	Appraisal Summary Table
ATC	Automatic Traffic Counts
BCR	Benefit to Cost Ratio
BGL	Below Ground Level
BoR	Book of Reference
BPM	Best Practical Means
BS	British Standard
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)
CFMP	Catchment Flood Management Plan
CftS	Case for the Scheme
CIEEM	Chartered Institute for Ecological and Environmental Management
CIRIA	Construction Industry Research and Information Association
CJEU	Court of Justice of the European Union
CoPA	Control of Pollution Act 1974
CoCP	Code of Construction Practice
CPO	Compulsory Purchase Order
dB	Decibel
DCLG	Department for Communities and Local Government (as was)
DCO	Development Consent Order
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DML	Deemed Marine Licence
DMRB	Design Manual for Roads and Bridges
DO	Dissolved Oxygen
DR	Design Report
DS	Do Something
EA	Environment Agency
EAR	Economic Appraisal Report
EIA	Environmental Impact Assessment
EQIA	Equalities Impact Assessment

Abbreviation	Definition
ES	Environmental Statement
EU	European Union
FBC	Full Business Case
FRA	Flood Risk Assessment
FTE	Full Time Equivalent
GA	General Arrangement
GIS	Geographic Information System
GLVIA	Guidelines for Landscape and Visual Impact Assessment
GP	General Practitioners
GYBC	Great Yarmouth Borough Council
GYPA	Great Yarmouth Port Authority
GYPC	Great Yarmouth Port Company
GYTRC	Great Yarmouth Third River Crossing
HAWRAT	Highways Agency Water Risk Assessment Tool
HAT	Highest Astronomical Tide
HDV	Heavy Duty Vehicle
HEDBA	Historic England Desk Based Assessment
HEHRE	Highways England Historic Railways Estate
HGV	Heavy Goods Vehicles
HPI	Habitats of Principal Importance
HRA	Habitat Regulations Assessment
HSE	Health and Safety Executive
IAN	Interim Advice Note
IDB	Inland Drainage Board
IMD	Indices of Multiple Deprivation
LGV	Light Goods Vehicle
LIQs	Land Interest Questionnaires
LLFA	Lead Local Flood Authority
LoDs	Limits of Deviation
MAGIC	Multi-Agency Geographic Information for the Countryside
MCC	Manual Classified Count

Abbreviation	Definition
MHWN	Mean High Water Neap
MHWS	Mean High Water Spring
MHWST	Mean High Water Spring Tide
MLWN	Mean Low Water Neap
MLWS	Mean Low Water Spring
MLWST	Mean Low Water Spring Tide
MMO	Marine Management Organisation
MMP	Materials Management Plan
MPS	Marine Policy Statement
NCC	Norfolk County Council (in all capacities other than Highway Authority acting as promoter of the Proposed Scheme)
NMU	Non-motorised user
NPPF	National Planning Policy Framework (2019)
NRA	Navigational Risk Assessment
NSIP	Nationally Significant Infrastructure Project
OAR	Option Assessment Report
OBC	Outline Business Case
OCoCP	Outline Code of Construction Practice
ONS	Office of National Statistics
OS	Ordnance Survey
PA	Public Accounts
PEA	Preliminary Ecological Appraisal
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PPG	National Planning Practice Guidance
PRA	Preliminary Risk Assessment
PRoW	Public Rights of Way
SATURN	Simulation and Assignment of Traffic to Urban Road Networks
SoR	Statement of Reasons
SoS	Secretary of State
SPA	Special Protection Area

Abbreviation	Definition
SPI	Species of Principal Importance
SSSI	Site of Special Scientific Interest
SWMP	Site Waste Management Plan
SuDS	Sustainable Drainage Systems
TA	Transport Assessment
TAG	Transport Appraisal Guidance
TEE	Transport Economic Efficiency
THI	Townscape Heritage Initiative
TP	Temporary Possession (a power to use and possess land temporarily for the purposes of constructing and maintaining the Scheme)
TUBA	Transport Users Benefits Appraisal
UK	United Kingdom
UKCP09	UK Climate Projections 2009
UKCP18	UK Climate Projections 2018
UXO	Unexploded Ordnance
VA	Vehicle Actuated
VMS	Variable Message Sign
WebTAG	Web Transport Analysis Guidance
ZTV	Zone of Theoretical Visibility

1 Executive Summary

1.1 Background

- 1.1.1** On 26 January 2018, the Applicant formally requested that the Secretary of State for Transport should, under Section 35 of the Planning Act 2008, direct that the Scheme, and any associated matters, should be treated as development for which development consent is required.
- 1.1.2** In a Direction dated 26 February 2018, the Secretary of State confirmed that he was of the opinion that the Scheme is nationally significant. He therefore directed that the Scheme, and any associated matters, is to be treated as development for which development consent is required.
- 1.1.3** Prior to making this application for a Development Consent Order (DCO), the Applicant has undertaken consultations in accordance with the Planning Act 2008.
- 1.1.4** This report details:
- The pre-application consultations undertaken;
 - The responses received during the consultations;
 - The regard given to these responses;
 - The resulting refinements that have been made to the Scheme proposals.
- 1.1.5** For the purposes of this report, Norfolk County Council, as promoter of the Great Yarmouth Third River Crossing, is referred to as "the Applicant".

1.2 Quick Reference Guide

- 1.2.1** A summary providing an overview of the key elements of the consultation activity and narrative of the development of the Scheme proposals, including the pre-application consultation stage, is provided in Table 1-1 below.

Date	Scheme Narrative
December 2009	The Applicant adopted a preferred route and crossing type for the Scheme
2009 to 2014	The Applicant was investigating potential funding sources. No further work was carried out on scheme design or updating the modelling and appraisal
December 2015	The Applicant commissioned Mouchel Consulting to undertake a high-level review of the costs and benefits associated with the Scheme

February 2016	The Applicant commissioned Mouchel Consulting to undertake a more detailed review of the work to date to identify what would be required to prepare an Outline Business Case
May 2016	The Applicant submitted a bid to the Large Local Major Transport Scheme to seek development funding towards the cost of developing an Outline Business Case
August 2016	The Applicant was awarded almost £1m towards the cost of developing an Outline Business Case
November 2016 to January 2017	The Applicant undertook its Stage 1 Consultations (non-statutory) to understand people's views on congestion in Great Yarmouth, share the emerging proposals for the Scheme and understand the level of support for these proposals
August 2017 to October 2017	The Applicant undertook its Stage 2 Consultations (non-statutory) to provide an update on the progress of the Scheme and understand views on the development work undertaken to that time
August 2018 to October 2018	The Applicant undertook its Stage 3 Consultations (statutory), the pre-application consultation on the Proposed Scheme as required by the Planning Act 2008
October 2018 to December 2018	The Applicant's pre-application consultations were extended when it was brought to its attention that Volume II of the published PEIR omitted 21 figures
February 2019 to March 2019	The Applicant undertook further localised consultations on refinements to the Proposed Scheme since previous statutory consultation

Table 1-1: Quick reference guide for Scheme development since 2009

- 1.2.2** A full list of the pre-application consultations undertaken by the Applicant, in chronological order, is contained in Appendix C of this report. Table 1-2 below provides a summary of the key elements of the consultation activity undertaken by the Applicant.

20 August 2018 to 21 October 2018

The Applicant undertook its Stage 3 Consultation (statutory), the pre-application consultation on the Proposed Scheme as required by the Planning Act 2008

Consultation under Section 47 consisted of:

- Letters dated 6 August 2018, together with a Consultation Leaflet, advising of forthcoming consultation sent to 33,300 residential addresses in Great Yarmouth and Gorleston;

- Letters dated 6 or 7 August 2018, together with a Consultation Leaflet, and Consultation Brochure sent to relevant parish councils, county councillors, borough councillors, MPs/MEP and stakeholder groups;
- Media releases to local newspaper and social media (Facebook and twitter) regarding the forthcoming consultation;
- Posters advising of the forthcoming consultations erected on site;
- Four Public Exhibitions (of 1 week duration) held at different venues in Great Yarmouth and Gorleston;
- Four staffed public consultation events (of 1 day duration) held at the same venues as the Public Exhibitions;
- Consultation Documents placed on the Applicant's project website and key Document Deposit Locations for the duration of the consultation period;
- Two further staffed exhibitions held at the Great Yarmouth Maritime Festival on 8 and 9 September 2018.

The deadline for responses to Section 47 consultations was 23:59hrs on 5 October 2018.

Consultation under Section 48 consisted of:

Section 48 Notices were placed in the following publications:

- Eastern Daily Press on 17 August 2018 and 24 August 2018;
- Great Yarmouth Mercury on 17 August 2018 and 24 August 2018;
- The Times on 24 August 2018;
- The London Gazette on 24 August 2018.

The deadline for responses to Section 48 consultations was 23:59hrs on 5 October 2018.

Consultation under Section 42 consisted of:

- Section 42 letter dated 6 September 2018, together with the Consultation Documents contained on an enclosed memory stick, issued to relevant local authorities, prescribed consultees and those with an interest in land;
- Two staffed consultation events, specifically for Section 42 consultees, held in the vicinity of the Scheme on 25 and 27 September 2018;

The deadline for responses to Section 42 consultations was 23:59hrs on 21 October 2018.

22 October 2018 to 9 December 2018

The Applicant's pre-application consultations were extended when it was brought to its attention that Volume II of the published PEIR omitted 21 figures

Extended Consultation under Section 47 consisted of:

- Media releases to local newspapers and social media (Facebook and Twitter) regarding the extended consultation;

<ul style="list-style-type: none"> • Posters advising of the extended consultation erected on site; • Consultation Documents placed on the Applicant's project website and key Document Deposit Locations for the duration of the consultation period • An article placed in the Borough News magazine, which was sent to residential properties within Great Yarmouth and Gorleston; <p>The deadline for responses to Section 47 consultations was extended to 23:59hrs on 9 December 2018.</p>
<p><u>Extended Consultation under Section 48 consisted of:</u></p> <p>Further Section 48 Notices, advertising the extended consultation, placed in the following publications on 26 October 2018:</p> <ul style="list-style-type: none"> • Eastern Daily Press; • Great Yarmouth Mercury; • The Times; • The London Gazette. <p>The deadline for responses to Section 48 consultations was extended to 23:59hrs on 9 December 2018.</p>
<p><u>Extended Consultation under Section 42 consisted of:</u></p> <ul style="list-style-type: none"> • Section 42 letter containing paper copies of the missing PEIR figures issued to relevant local authorities, prescribed consultees and those with an interest in land. <p>The deadline for responses to Section 42 consultations was extended to 23:59hrs on 9 December 2018.</p>
<p><u>11 February 2019 to 24 March 2019</u></p> <p>The Applicant undertook further localised consultations on refinements to the Proposed Scheme since the previous statutory pre application consultation</p>
<p><u>Further Consultation on refinements to the extents of the Application Site and the removal of the commercial vessel waiting facility consisted of:</u></p> <ul style="list-style-type: none"> • Further Consultation Letters dated 11 February 2019 issued to relevant consultees, <p>The deadline for responses to these further localised consultations was 23:59hrs on 17 March 2019.</p>
<p><u>Further Consultation on proposed refinements in relation to the MIND Centre and Grounds consisted of:</u></p> <ul style="list-style-type: none"> • Localised Further Consultation letters dated 20 February 2019 issued to relevant consultees; <p>The deadline for responses to these further localised consultations was 23:59hrs on 24 March 2019.</p>

Table 1-2: Quick reference guide for the Applicant's pre-application consultations

1.2.3 A quick reference guide identifying the key dates for the timetable and key appendices for the pre-application consultation activity undertaken by the Applicant is provided in Table 1-3 below.

Type of Consultation	Section 42	Section 47	Section 48
<u>Original Consultation</u> Period of consultation	7 September to 21 October 2018	20 August to 5 October 2018	20 August to 5 October 2018
<u>Original Consultation</u> Examples of Letters/Notices Issued/Publicity	Appendix M-1 – Section 42(1)(b) Local Authority Consultation Letter Appendix M-3 – Section 42(1)(b) Local Authority Consultee List Appendix N-1 – Section 42(1)(a) and (aa) Prescribed Consultee and MMO Consultation Letter Appendix N-3 – Section 42(1)(a) and (aa) Prescribed Consultee and MMO Consultee List Appendix O-1 – Section 42(1)(d) Those with an Interest in Land Consultation Letter Appendix O-4 – Section 42 Those with Interest in Land List of Undelivered Consultation Documents Appendix P-1 – Section 42(1)(d) Site Notice Example Appendix P-3 – Section 42(1)(d) Site Notice Locations	Appendix H-1 - Section 47 Consultation Letters Appendix H-2 - Area of Section 47 Consultation Letter Delivery Appendix G-10 – Consultation Materials: Consultation Poster Appendix G-13 – Consultation Materials: Other Publicity and Promotion	Appendix J-1 – Section 48 Notices

Type of Consultation	Section 42	Section 47	Section 48
<u>Extended Consultation</u> Period of extended consultation extended to	9 Dec 2018	9 Dec 2018	9 Dec 2018
<u>Extended Consultation</u> Examples of Letters/Notices Issued/Publicity	Appendix M-2 – Extended Consultation Section 42(1)(b) Local Authority Consultation Letter Appendix M-3 – Section 42(1)(b) Local Authority Consultee List Appendix N-2 – Extended Consultation Section 42(1)(a) and (aa) Prescribed Consultee and MMO Consultation Letter Appendix N-3 – Section 42(1)(a) and (aa) Prescribed Consultee and MMO Consultee List Appendix O-2 – Extended Consultation Section 42(1)(d) Those with an Interest in Land Consultation Letter Appendix O-3 – Combined Original and Extended Consultation Section 42(1)(d) Those with an Interest in Land Consultation Letter	Appendix G-10 – Consultation Materials: Consultation Poster Appendix G-13 – Consultation Materials: Other Publicity and Promotion	Appendix J-2 – Extended Consultation Section 48 Notices

	<p>Appendix O-4 –Section 42 Those with an Interest in Land List of Undelivered Consultation Documents</p> <p>Appendix P-2 – Extended Consultation Section 42(1)(d) Site Notice Example</p> <p>Appendix P-3 – Section 42(1)(d) Site Notice Locations</p>		
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Type of Consultation	Section 42	Section 47	Section 48
<u>Further Consultation</u> Type of consultation (See Chapter 11)	Some S42s	Some S47s	None
<u>Further Consultation: Refinements to the Extent of the Application Site</u> Period of consultation	11 February to 17 March 2019	11 February to 17 March 2019	None
<u>Further Consultation: Refinements to the Extent of the Application Site</u> Examples of Letters/Notices Issued/Publicity	Appendix R-1 – Further Consultation Letter – Refinements to the Extent of the Application Site (including plans in Appendix Q-1) Appendix R-4 – Section 42(1)(d) Combined Original, Extended and Further Consultation Letter – Refinements to the Extent of the Application Site (including plans in Appendix Q-1) Appendix R-7 - Further Consultation Delivery Areas – Refinements to the Extent of the Application Site	Same as S42	None
<u>Further Consultation: Removal of Commercial Vessel Waiting Facility</u> Period of consultation	11 February to 17 March 2019	11 February to 17 March 2019	None

<p><u>Further Consultation:</u> <u>Removal of Commercial Vessel Waiting Facility</u> Examples of Letters/Notices Issued/Publicity</p>	<p>Appendix R-2 – Further Consultation Letter – Removal of the Commercial Vessel Waiting Facility (including plans in Appendix Q-2) Appendix R-5 – Section 42(1)(d) Combined Original, Extended and Further Consultation Letter – Removal of the Commercial Vessel Waiting Facility (including plans in Appendix Q-2) Appendix R-8 - Further Consultation Delivery Area – Removal of the Commercial Vessel Waiting Facility</p>	Same as S42	None
<p><u>Further Consultation:</u> <u>Reduced Impact on MIND Centre and Grounds</u> Period of consultation</p>	20 February to 24 March 2019	20 February to 24 March 2019	None
<p><u>Further Consultation:</u> <u>Reduced Impact on MIND Centre and Grounds</u> Examples of Letters/Notices Issued/Publicity</p>	<p>Appendix R-3 – Further Consultation Letter – Refinements at the MIND Centre and Grounds (including plans in Appendix Q-3) Appendix R-6 – Section 42(1)(d) Combined Original, Extended and Further Consultation Letter – Refinements at the MIND Centre and</p>	Same as S42	None

	Grounds (including plans in Appendix Q-3) Appendix R-9 - Further Consultation Delivery Area – Refinements at the MIND Centre and Grounds		
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1.3 Pre-application Consultation Results Summary

1.3.1 The Applicant received a total of 368 responses to these consultations, which comprised of the following:

- 233 responses from Section 47 and Section 48 consultees;
- 6 responses from Section 42(1)(b) (local authorities) consultees;
- 25 responses from Section 42(1)(a) (prescribed) consultees;
- 1 response from Section 42(1)(aa) (prescribed) consultees;
- 103 responses from Section 42(1)(d) (those with an interest in land) consultees.

1.3.2 The key matters raised during the consultation were as follows:

- The majority of responses that commented on the need for the Proposed Scheme (either via written comment or to the specific question on the Consultation Questionnaire) considered that the Proposed Scheme was needed or supported it;
- There was a small number of comments suggesting alternatives to the Proposed Scheme, but those that did comment suggested a tunnel, a fixed height bridge or improvements to the existing highway links;
- The majority of responses that commented on the proposed bridge form (either via written comment or to the specific question on the Consultation Questionnaire) generally supported the proposals;
- The most frequent concerns regarding bridge form were that the air draft is too low and will impact river vessels, the predicted frequency and time to raise the bridge is under estimated; the time taken for the bridge to raise in the event of a failure and that the bridge will not raise on demand for leisure vessels;
- There was general overall support for the highway design, public realm and non motorised user proposals;
- The most frequently suggested change to the highway design proposals were associated with either the William Adams Way Roundabout or the South Denes Road Signalised Junction;
- The most frequently suggested changes to the public realm proposals were associated with providing good quality landscaping or public art, sculptures and street furniture;
- The most frequently suggested change to the non motorised user proposals were associated with the facilities on the bridge or linking to wider walking and cycling routes;
- There was general overall agreement that the Proposed Scheme would reduce traffic congestion in Great Yarmouth although a comment was made regarding traffic in the area around the bridge when it is raised and in particular whether traffic would queue back through Harfrey's Roundabout and the South Denes Road Signalised Junction;
- The most frequent concerns regarding the impacts to marine operations were the impacts of the commercial vessel waiting facility,

the narrowing of the river channel on vessel manoeuvrability, having a further bridge to negotiate and the fact that the bridge will not raise on demand for leisure vessels;

- In addition to the environmental and land impacts on nearby properties, both during construction and once in operation, a key concern was the impact to the MIND Centre and Grounds.

1.3.3 Having given regard (as required by Section 49 of the Planning Act 2008) to the consultation comments made, and considering the significance of the Scheme development since the pre-application consultations, the Applicant undertook Further Consultation on the following:

- Minor refinements to the extent of the Application Site;
- Removal of the commercial vessel waiting facility from the Proposed Scheme (including associated changes to the extents of the Application Site);
- Refinements to minimise the impact of the Proposed Scheme on the MIND Centre and Grounds.

1.3.4 Having given regard to the comments made to the proposed refinements consulted upon, these refinements have subsequently been incorporated into the Scheme.

1.4 Executive Summary Conclusions

1.4.1 The Applicant considers that the pre-application consultation has been carried out in accordance with the requirements of the Planning Act 2008. This consultation process has ensured that the key matters associated with the proposals have been identified. The key matters are detailed in Section 10.2 of this report.

1.4.2 The Applicant has given regard the comments made during the pre-application consultations and refinements have been made, as appropriate, to the Proposed Scheme.

1.4.3 The Applicant does not consider that the pre-application consultation is the end of public engagement, and will continue to engage with prescribed consultees, affected land owners and the local community as the Great Yarmouth Third River Crossing Scheme continues to progress.

1.4.4 The Applicant will continue to take account of and give regard to further responses to and comments on the Scheme as the Scheme progresses.

2 Introduction

2.1 Background to the Scheme and application

- 2.1.1 Norfolk County Council (“the Applicant”) proposes to construct the Great Yarmouth Third River Crossing (‘the Scheme’).
- 2.1.2 In a Direction dated 26 February 2018, the Secretary of State confirmed that he was of the opinion that the Scheme is nationally significant. He therefore directed that the Scheme, and any associated matters, was to be treated as development for which development consent is required.
- 2.1.3 As a result, the Applicant will require a Development Consent Order (DCO) in order to construct, operate and maintain the Scheme. The consequence of the Direction is that the Scheme is now subject to the consenting regime comprised 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 2008. The Act requires that comprehensive consultation and publicity is carried out, and that the results inform the refinement of the proposal before the DCO application is made for the Scheme.

2.2 Objectives

- 2.2.1 The objectives of this Consultation Report are:
- To detail how the Applicant has undertaken its pre-application consultation and publicity in accordance with the legislative requirements;
 - To explain the regard the Applicant has given to the responses received to this consultation;
 - To detail how the Applicant has taken account of the responses prior to making the application.

2.3 Structure of this Report

- 2.3.1 Table 2-1 below details the structure of this report and provides a brief outline of the contents of each chapter.

Chapter	Description
1. Executive Summary	Provides an overall summary of this report, including a summary of the key matters raised during the pre-application consultations.

2. Introduction	This chapter explains the reasons for, the structure of and objectives of this report.
3. Project Description	This chapter provides a summary of the Proposed Scheme presented for pre-application consultation and its objectives.
4. Background	This chapter summarises the development of the Proposed Scheme onto the Scheme, the DCO application process and how the pre-application consultations undertaken have complied with guidance and legislative requirements.
5. Previous Consultations Prior to Planning Act 2008 Pre-Application Consultations	This chapter details the consultations undertaken prior to the pre-application consultations and how they have influenced the Scheme proposals.
6. Pre-Application Consultation	This chapter details the pre-application consultations undertaken.
7. Extended Consultation	This chapter explains the additional consultations undertaken, the extended consultation deadline and the reasons for these.
8. Summary of Consultation Responses	This chapter provides a summary of the consultation responses received.
9. Summary of Matters Arising (and the regard given to them by the Applicant)	This chapter details the matters arising from the consultation responses and the regard given to them by the Applicant.
10. Consultation Summary	This chapter details conclusions from the consultations, the key matters raised, and the refinements made to the Proposed Scheme as a result.
11. Further Consultation	This chapter details the further consultations undertaken regarding the refinements made to the Proposed Scheme.
12. Conclusion	This chapter provides an overall conclusion on the Applicant's pre-application consultations.

Table 2-1: Structure of this report

3 Project Description

3.1 Introduction

- 3.1.1 This chapter outlines the Scheme and its objectives. It describes in more detail the scheme proposals that were presented for the statutory pre-application consultations ('the Proposed Scheme') described in this report. Chapters 10 and 11 of this report describes how the Scheme has been modified as a result of the responses received to the pre-application consultations.

3.2 Location of the Scheme

- 3.2.1 The Scheme will provide a third crossing over the River Yare, creating a new, more direct link between the western and eastern parts of Great Yarmouth. Specifically, it will provide a connection between the Strategic Road Network (A47) and the South Denes Business Park, Enterprise Zone, Great Yarmouth Energy Park and the Outer Harbour, all of which are located on the South Denes Peninsula.
- 3.2.2 The proposed location for the Scheme is shown in Figure 3-1 on the following page.

3.3 Scheme Description

- 3.3.1 Chapter 2 of Volume I of the Environmental Statement (ES) (document reference 6.1) provides a full description of the Scheme and is accompanied by the General Arrangement Plans (document reference 2.2). Both documents should be read alongside the Pre-application Consultation Report, as a detailed project description is not provided in this document to prevent unnecessary duplication.
- 3.3.2 The Scheme involves the construction, operation and maintenance of a new crossing of the River Yare in Great Yarmouth. The Scheme consists of a new dual carriageway road, including a road bridge across the river, linking the A47 at Harfrey's Roundabout on the western side of the river to the A1243 South Denes Road on the eastern side. The Scheme would feature a raising 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.

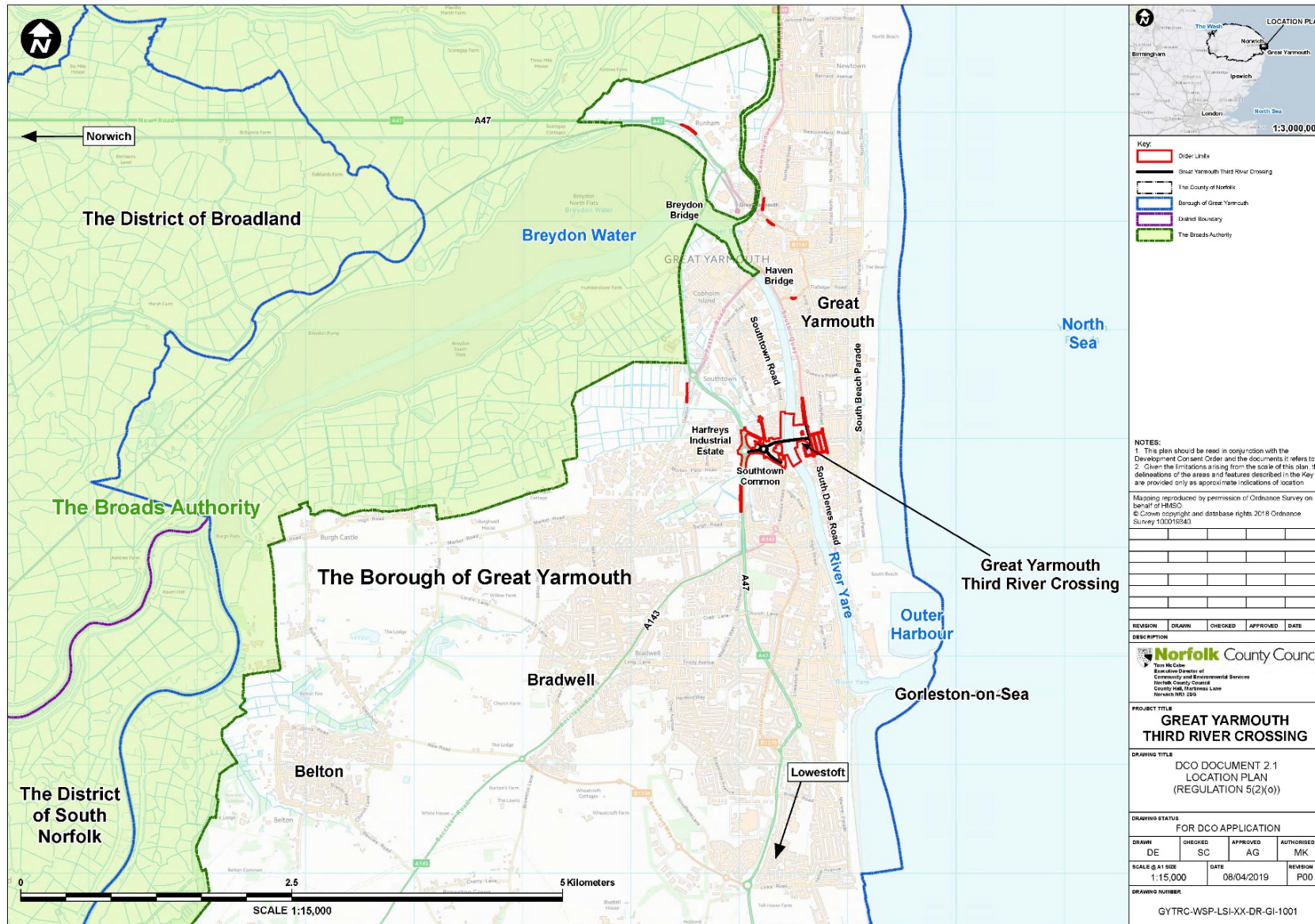


Figure 3-1: Scheme Location

3.3.3 If constructed, the Scheme would comprise the following principal elements:

- a new dual carriageway road, crossing the River Yare in an east-west orientation, comprising of:
 - A new double-leaf bascule bridge providing an opening span to facilitate vessel movement within the river. This would include structures to support and accommodate the operational requirements of the bridge-opening mechanism, including counterweights below the level of the bridge deck. The bridge would be supported on driven piles;
 - New substructures, supported by driven piles, to support the double leaf bascule bridge within the existing quays either side of the river and within the river itself, requiring new permanent "knuckle" walls, creating cofferdams in the waterway to accommodate their construction;
 - A new five-arm roundabout connecting the new dual carriageway road with Suffolk Road, William Adams Way and the western end of Queen Anne's Road. Sections of the new five arm roundabout would be supported on driven piles where deep soft ground is encountered;
 - A single-span bridge over Southtown Road, with reinforced earth embankments joining that bridge to the new roundabout at William Adams Way. Southtown Road bridge and the reinforced earth embankments would be supported on driven piles;
 - A single-span bridge to provide an underpass on the eastern side of the river, with reinforced earth embankments joining that single span bridge to South Denes Road. The underpass and reinforced earth embankments would be supported on driven piles; and
 - A new signalised junction connecting the new road with A1243 South Denes Road.
- The closure of Queen Anne's Road, at its junction with Suffolk Road, and the opening of a new junction onto Southtown Road providing vehicular and pedestrian access to residential properties and the MIND Centre and Grounds at the eastern end of Queen Anne's Road;
- Revised access arrangements for existing businesses onto the local highway network;
- Dedicated provision for cyclists and pedestrians which ties into existing networks;
- Implementation of part of a flood defence scheme along Bollard Quay that is proposed to be promoted by the Environment Agency, and works to integrate with the remainder of the flood defence scheme;
- A control tower structure located immediately south of the crossing on the western side of the river. The control tower would facilitate the 24/7 operation of the opening span of the new double-leaf bascule bridge;
- A plant room located on the eastern side of the river for the operation of the opening span of the new double-leaf bascule bridge;
- The demolition of an existing footbridge on William Adams Way;

- Associated changes, modifications and/or improvements to the existing local highway network;
- Additional signage, including Variable Message Signs (VMS) at discrete locations, to assist the movement of traffic in response to network conditions and the openings / closings of the double-leaf bascule bridge;
- The relocation of existing allotments to compensate for an area to be lost as a result of the Scheme and other works, including those at the MIND Centre and Grounds;
- New public realm, landscape, ecology and sustainable drainage measures.

3.3.4 The Scheme also includes works to facilitate the construction, operation and maintenance of the above elements including:

- Creation of temporary construction sites and accesses from the public highway;
- Provision of new utilities and services and the diversion of existing utilities;
- Provision of drainage infrastructure, lighting and landscaping;
- Demolition of a number of existing residential and commercial / business properties;
- Provision of vessel waiting facilities to the north and south of the new crossing, either as floating pontoons or additional fendering to the existing berths, including any dredging and quay strengthening works that may be required.

3.4 Scheme Objectives

3.4.1 The Scheme objectives are as follows:

- To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs 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);
- 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.

3.5 Scheme Presented for Pre-application Consultation

3.5.1 Section 3.3 provides the description of the Scheme submitted with the DCO application. For the purposes of this report, the scheme as presented for the statutory consultation, is referred to as the Proposed Scheme. The Proposed Scheme, is shown on the General Arrangement Plan in Appendix A and comprised of:

- A double leaf bascule bridge providing an opening span for vessel movement. This includes structures to support and accommodate operational requirements of the opening mechanism, including counterweights either at, above or below the bridge deck;
- New substructures to support the double leaf bascule bridge within the existing quays either side of the river and within the river itself, potentially requiring new temporary or permanent “knuckle” walls or cofferdams in the waterway to accommodate their construction;
- A new five-arm roundabout connecting the new crossing with Suffolk Road, William Adams Way and the western end of Queen Anne’s Road;
- A single span bridge over Southtown Road, with either reinforced earth embankments or embankments retained by reinforced earth walls, or a combination of these, joining that bridge to the new roundabout at William Adams Way¹;
- Reinforced earth walls joining the new single span bridge over Southtown Road to the double leaf bascule bridge;
- Either reinforced earth embankments or embankments retained by reinforced earth walls, or a combination of these, joining the new double leaf bascule bridge to South Denes Road;
- The closure of Queen Anne’s Road at its junction with Suffolk Road, and the opening of a new priority junction onto Southtown Road providing access to the Queen Anne’s Road residential area;
- Revised access arrangements for existing businesses onto the local highway network including, potentially, a new structure to allow vehicular access under the proposed crossing on the eastern bank subject to agreement with affected businesses and landowner;
- Dedicated provision for cyclists and pedestrians which ties into existing networks;
- A control tower structure located in proximity to the crossing on the western side of the river. The control tower will facilitate the 24/7 operation of the opening span of the new double leaf bascule bridge;
- The demolition of an existing pedestrian bridge on William Adams Way;

¹ If a bridge with counterweights above the deck is constructed, the double-leaf bascule bridge and the single-span bridge over Southtown Road could be combined into a single, longer, structure, without separation between these two parts.

- Associated changes, modifications and/or improvements to the existing local highway network as informed by traffic modelling. This could include improvements within the existing highway boundary to some existing junctions within the Application Site, in addition to amended parking arrangements;
- Additional signage to assist the movement of traffic in response to network conditions and the openings / closings of the double leaf bascule bridge;
- The relocation of existing allotments to compensate for an area to be lost as a result of the Proposed Scheme;
- New public realm, landscape, ecology and sustainable drainage improvements.

3.5.2 The key differences between the Proposed Scheme (i.e. the scheme as presented for the statutory consultation) and the Scheme (i.e. the scheme as presented for application) are as follows:

Location	Key Differences between the Proposed Scheme and the Scheme
Various locations	The Scheme includes a number of minor refinements to the Application Site boundary compared with the boundary presented with the Proposed Scheme.
Commercial vessel waiting facility on the west side of the River Yare to the south of the crossing	The Proposed Scheme included a proposed commercial vessel waiting facility on the west side of the River Yare to the south of the crossing. This has not been included in the Scheme.
MIND Centre and Grounds	The Scheme includes refinements made to the Proposed Scheme in the area of the MIND Centre and Grounds in order to mitigate impacts to this site and following extensive engagement with its users.
Bridge approach on eastern side of the River Yare	The Scheme includes the provision of an underpass beneath the bridge approach on the east side of the River Yare to accommodate existing businesses.
South Denes Road Signalised Junction	The Scheme includes an additional traffic island on South Denes Road/Southgates Road at the new signal junction.
Bridge crossing and control tower	The Proposed Scheme showed an envelope of raising mechanisms for the bridge and alternative control tower locations. The Scheme includes a twin leaf bascule bridge with a raising mechanism that involves below ground counter

	weights. The Scheme includes a control tower located on the west side of the River Yare, close to the river and on the south side of the crossing.
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Table 3-1: Key differences between the Proposed Scheme and the Scheme

- 3.5.3** The key differences are a result of on-going scheme development and the regard the Applicant has detailed in Section 10.2 of this report to comments received from consultees.

4 Background

4.1 Introduction

4.1.1 This Section 37 Consultation Report has been prepared by the Applicant. It has been prepared to accompany the application for a DCO to be submitted to the Secretary of State for Transport. If granted, the DCO would authorise the construction, operation and maintenance of the Great Yarmouth Third River Crossing.

4.1.2 This report has been developed in accordance with Section 37(3)(c) and 37(7) of the Planning Act 2008. As such, it provides:

- An account of the statutory consultation, publicity and community consultation activities undertaken by the Applicant at the pre-application stage;
- Details of the deadlines set for consultation responses in accordance with Sections 42, 47 and 48 of the Planning Act 2008;
- A summary of the responses to the separate strands of consultation;
- The account taken of and regard given to consultation responses in developing the application for the Scheme, as required by Section 49(2) of the Planning Act 2008.

4.2 Development of the Third River Crossing

4.2.1 The Applicant adopted a preferred scheme for the Great Yarmouth Third River Crossing in 2009, comprising a lifting bridge over the River Yare to connect the trunk road network, at the A47 Harfrey's Roundabout, to the southern peninsula near to the Great Yarmouth port and Enterprise Zone sites.

4.2.2 In the 2016 Budget, the Government announced a funding stream for the development of major local transport schemes (i.e. non-trunk road). The Government invited local enterprise partnerships (LEPs) to bid for this funding, with a deadline of 31 May, for schemes that could be developed during 2016/17.

4.2.3 A bid for scheme development during 2016/17 was successful and provided the necessary budget from the Government to take the scheme to programme entry stage. This also opened the way to securing further funding from the Government for later stages of work.

4.2.4 At programme entry stage, the Government's funding contribution was set at 80%, subject to the full business case being agreed after the completion of the project's statutory processes. A local contribution of 20% was agreed and underwritten by NCC, which is consistent with other similar projects.

The Funding Statement (document reference 4.2) provides the latest position with regard to funding the Scheme.

- 4.2.5** The development of the Scheme since 2009, including the public consultations, undertaken by the Applicant prior to the statutory pre-application consultations, are described in more detailed in Chapter 5 of this report.

4.3 Development Consent Order Application and the Applicant

- 4.3.1** On 26 January 2018, the Applicant formally requested that the Secretary of State for Transport should, under Section 35 of the Planning Act 2008, direct that the Scheme, and any associated matters, should be treated as development for which development consent is required.
- 4.3.2** In a Direction dated 26 February 2018, the Secretary of State confirmed that he was of the opinion that the Scheme is nationally significant. He therefore directed that the Scheme, and any associated matters, is to be treated as development for which development consent is required.
- 4.3.3** If made, the DCO would authorise the construction, operation and maintenance of the Great Yarmouth Third River Crossing, including the works connecting it to the existing highway network. It would also authorise the compulsory acquisition of all the land and/or rights required to do this.
- 4.3.4** The DCO application is submitted by Norfolk County Council (“the Applicant”), in its capacity as highway authority. The Applicant is also the county planning authority for the county of Norfolk pursuant to the Town and Country Planning Act 1990 (as amended).
- 4.3.5** The Applicant’s Infrastructure Delivery team is situated within the Applicant’s 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. The Directorate also contains several other separate teams.
- 4.3.6** Chapter 3 of the Introduction to the Applicant and Application (document reference 1.2) further explains the two roles and how clear boundaries are maintained between them.

4.4 Other Local Authorities

- 4.4.1** Section 43 of the Planning Act 2008 defines local authorities falling within the criteria specified in Section 43. Applying these criteria, the relevant

local authorities for the Proposed Scheme were identified as outlined in Table 4-1 below.

Section 43(1)	Local Authority
Where the Proposed Scheme is in the authority's area ("B" authorities).	Great Yarmouth Borough Council Norfolk County Council
Section 43(2)	Local Authority
Where any part of the boundary of a lower tier district council local authority is also a part of the boundary of the local authorities identified by Section 43(1) ("A" authorities).	South Norfolk Council North Norfolk District Waveney District Council Broadland District Council Broads Authority
Section 43 (2A)	Local Authority
As Section 43(2), but where the land is in the area of an upper-tier county council ("D" authorities).	Cambridgeshire County Council Lincolnshire County Council Suffolk County Council

Table 4-1: Local authorities falling within the criteria specified in Section 43

4.4.2 The plans in Appendix B-1 of this report show the administrative areas of these authorities and how they fit into the above categories.

4.5 Compliance with Legislative Requirements, Guidance and Advice Notes

4.5.1 As a project which requires a DCO, pre-application consultations for the Scheme have been undertaken in accordance with the requirements of:

- The Planning Act 2008 (as amended);
- The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended);
- The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).

4.5.2 In undertaking the pre-application consultations regard has also been given to the following guidance issued by the Planning Inspectorate and the Ministry of Housing, Communities and Local Government and its predecessor Department.

- Department for Communities and Local Government (DCLG) – The Planning Act 2008, Guidance on the pre-application consultation (March 2015) (the DCLG Guidance);

- Planning Inspectorate, Advice Note 3 EIA Notification and Consultation, Version 7 (August 2017);
- Planning Inspectorate, Advice Note Fourteen: Compiling the consultation report, Version 2 (April 2012).

4.5.3 The Planning Inspectorate's "Advice Note Fourteen: Compiling the consultation report" provides advice on how an Applicant's pre-application consultation should be reported. Table 4-2 below summarises the key advice given in the note and where this advice has been incorporated into this report.

Planning Inspectorate Advice Note 14	Location in this Report
Explanatory Text	
Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to the particular project.	Explanatory text is contained in Section 1.2 of this report.
It would assist if a quick reference guide in bullet form, summarising the consultation activity in chronological order, is included near the start of the report.	Explanatory text is contained in Section 1.2 of this report. A full list of consultation activities is contained in Appendix C of this report.
Consultation with the Prescribed Consultees (Section 42, Planning Act 2008)	
Planning Inspectorate Advice Note 14	Location in this Report
This includes prescribed statutory bodies, local authorities consulted under Section 43 of the Planning Act 2008 and those with an interest in the land consulted under Section 44 of the Planning Act 2008. These separate strands of prescribed consultees should be clearly identified.	Chapter 6 of this report details the pre-application consultation activity, which is broken down into the three separate strands of consultees.
The applicant should provide a full list of Section 42 (Planning Act 2008) prescribed consultees as part of the consultation report.	Appendices M-3 and N-3 of this report contain a list of Section 42 Local Authorities (S42(1)(b)) and Prescribed Consultees (S42(1)(a) and (aa)) respectively.
A short description of how Section 43 of the Planning Act 2008 has	Section 4.4.1 of this report describes how local authorities

<p>been applied should be provided in order to identify the relevant local authorities included in the consultation. This should be supported by a map.</p>	<p>have been identified. Plans showing the administrative areas of these local authorities relative to the Proposed Scheme are contained in Appendix B-1 of this report.</p>
<p>It is important that those with an interest in land consulted under Section 44 of the Planning Act 2008 are identified as a distinct element of the Section 42 consultation.</p>	<p>The plan in Appendix B-2 of this report shows the referencing boundary adopted for those with an interest in land.</p> <p>Appendices O-1, O-2 and O-3 contain the separate consultation letters issued to those with an interest in land.</p>
<p>Statement of Community Consultation Process (Section 47 of the Planning Act 2008)</p>	
<p>Planning Inspectorate Advice Note 14</p>	<p>Location in this Report</p>
<p>It would be helpful to provide a summary of the rationale behind the SoCC methodology.</p>	<p>Section 6.3 of this report details the rationale behind the SoCC.</p>
<p>Evidence should be submitted which shows the local authorities consulted on the SoCC, what the local authority comments were, confirmation that they were given 28 days to provide their comments and a description about how the applicant had given regard to the comments received.</p>	<p>Section 6.4 of this report details the local authorities consulted on the SoCC and the regard given to the responses received.</p> <p>Appendix E-1 contains copies of the Statement of Community Consultation Letters sent to local authorities. Appendix E-2 of this report contains the Statement of Community Consultation Responses received.</p>
<p>Copies of the published SoCC as it appeared in the press should be provided along with which local newspapers it was published in and when.</p>	<p>Section 6.5 of this report details the dates and newspapers that notice of the SoCC was published in.</p> <p>Appendix F of this report and Copies of Newspaper Notices (document reference 1.4) contain copies of the Section 47 Notices as they appeared in the newspapers and online.</p>
<p>Where there are any inconsistencies with the SoCC,</p>	<p>Section 6.7 of this report details the inconsistencies with the SoCC.</p>

then these should be clearly explained and justified.	
Statutory Publicity (Section 48 of the Planning Act 2008)	
Planning Inspectorate Advice Note 14	Location in this Report
A copy of the Section 48 Notice as it appeared in the local newspapers, together with a description of when and where it was published and confirmation of the time period given for responses should be included in the report.	Section 6.10 of this report details the dates and newspapers that the Section 48 Notice was published in. Appendices J-1 and J-2 of this report and Copies of Newspaper Notices (document reference 1.4) contain copies of the Section 48 Notices as they appeared in the newspapers and on-line.
Applicants should provide confirmation that the Section 48 Notice was sent to the prescribed consultees at the same time that the notice was published.	Section 6.12.4 of this report details the issuing of the Section 48 Notice to prescribed consultees. Appendices L-1 and L-2 contain copies of the Section 48 and Regulation 13 Letters issued. Appendix L-3 lists the organisations this notification was sent too.
Non Statutory 'informal consultation'	
Planning Inspectorate Advice Note 14	Location in this Report
Any consultation not carried out under the provisions of the Planning Act 2008 should be indicated and identified separately in the report	Chapter 5 of this report details the non-statutory consultations undertaken prior to the consultations carried out under the provisions of the Planning Act 2008.
EIA Regulations Consultation	
Planning Inspectorate Advice Note 14	Location in this Report
Applicants may wish to draw attention to the consultation responses received under the EIA process.	Details of consultations and discussions under the EIA process are contained in the relevant chapters of the Environmental Statement (document reference 6.1) and Transport Assessment (document reference 7.2).

Issues Led Approach	
Planning Inspectorate Advice Note 14	Location in this Report
If the level of response is significant it may be appropriate to group responses under headline issues.	For the purpose of considering consultation responses the matters raised have been grouped under the headlines detailed in Section 9.1.3 of this report.
Summary of Responses	
Planning Inspectorate Advice Note 14	Location in this report
A list of individual responses received should be provided and categorised in an appropriate way.	Individual responses have been categorised and detailed in Sections 9.4 to 9.17 of this report.

Table 4-2: Compliance with Planning Inspectorate Advice Note Fourteen

- 4.5.4 The Department for Communities and Local Government Guidance “Planning Act 2008 – Guidance on the pre-application consultation process” (“the DCLG Guidance”) includes guidance on the consultation report. Table 4-3 below summarises the key advice given and where this advice has been incorporated into this report.

Explanatory Text	
DCLG Guidance	Location in this Report
The consultation report should provide a general description of the consultation process undertaken.	Appendix C contains a summary of the pre-application consultation activity undertaken by the Applicant.
Compliance with Planning Act 2008	
DCLG Guidance	Location in this Report
The consultation report should set out specifically what the applicant has done in compliance with the requirements of the Planning Act 2008, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate.	Section 4.5 of this report details the compliance with the requirements of the Planning Act 2008, secondary legislation and other relevant policies and guidance.
SoCC Consultation	
The consultation report should set out how the applicant has taken	Section 6.4 of this report details the local authorities consulted on the

<p>account of any response to consultation with local authorities on what should be in the applicant's statement of community consultation.</p>	<p>SoCC and the regard given to the responses received.</p> <p>Appendix E-1 contains copies of the Statement of Community Consultation Letters sent to local authorities.</p> <p>Appendix E-2 of this report contains the Statement of Community Consultation Responses received.</p>
<p>Summary of Responses</p>	
<p>DCLG Guidance</p>	<p>Location in this Report</p>
<p>The consultation report should set out a summary of relevant responses to consultation (but not a complete list of responses).</p>	<p>Individual responses have been categorised and detailed in Sections 9.4 to 9.17 of this report.</p>
<p>Regard Given to Responses</p>	
<p>DCLG Guidance</p>	<p>Location in this Report</p>
<p>The consultation report should provide a description of how the application was informed and influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed.</p>	<p>The regard given to the responses received is contained in Sections 9.4 to 9.17 of this report.</p> <p>Chapter 10 summarises how the responses have influenced the Scheme submitted in the application.</p>
<p>The consultation report should provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts which the applicant has not followed.</p>	<p>The regard given to the responses received is contained in Sections 9.4 to 9.17 of this report.</p> <p>Sections 9.4 to 9.17 also detail the refinements made to the Proposed Scheme since the pre-application consultations, including those refinements made as a result of the responses received.</p>

Allowing Secretary to State to Understand Consultation Process	
DCLG Guidance	Location in this Report
<p>The consultation report should be expressed in terms sufficient to enable the Secretary of State to fully understand how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters.</p>	<p>The overall consultation activity is described, in chronological order, in Appendix C of this report.</p> <p>The separate consultation activity under Sections 42, 47 and 48 of the Planning Act 2008 are described separately in Chapters 6 and 7 of this report.</p>

Table 4-3: Compliance with Department for Communities and Local Government Guidance

4.5.5 Table 4-4 below details how the Applicant's pre-application consultations complied with the Planning Act 2008.

Planning Act 2008 Section 42 – Duty to Consult	
Requirement	Location in this Report
<p>The applicant must consult the following about the proposed application:</p> <ul style="list-style-type: none"> (a) such persons as maybe prescribed; (aa) the Marine Management Organisation; (b) each Local Authority that is within Section 43; (c) the Greater London Authority if the land is in Greater London; and (d) each person who is within one or more of the categories set out in Section 44. 	<p>Consultation letters issued to prescribed consultees (S42(1)(a)), and the Marine Management Organisation (S42(1)(aa)), and the list of addresses where they were sent are contained in Appendices N-1, N-2 and N-3.</p> <p>Consultation letters issued to local authorities falling with the requirements of Section 43 (S42(1)(b)) and the list of addresses where they were sent are contained in Appendices M-1, M-2 and M-3.</p> <p>The land was not within the Great London Authority administrative area.</p> <p>Consultation letters issued to persons within the categories set out in Section 44 (S42(1)(d)) are contained in Appendices O-1, O-2 and O-3. Appendix O-4 deals with</p>

	<p>consultation letters that were initially undelivered.</p> <p>The area of interest identified as being within the vicinity of the Scheme is contained in Appendix B-2.</p>
Planning Act 2008 Section 42 – Timetable for Consultation	
Requirement	Location in this Report
<p>As required by S45 the applicant must, when consulting a person under Section 42, notify the person of the deadline for the receipt by the Applicant of the person's response to the consultation.</p>	<p>The consultation with Section 42 consultees provided notification that the deadline for responses was 23:59hrs on 21 October 2018. This deadline was later extended to 23:59hrs on 9 December 2018. The consultation letters contained in Appendices M-1, M-2, N-1, N-2, O-1, O-2 and O-3 contained these deadlines.</p>
<p>A deadline notified under subsection (1) must not be earlier than the end of the period of 28 days that begins with the day after the day on which the person receives the consultation documents.</p>	<p>The notified deadline was at least 28 days after the day after receipt of the documents.</p>
Planning Act 2008 Section 46 – Duty to notify Secretary of State	
Requirement	Location in this Report
<p>The applicant must supply the Secretary of State with such information in relation to the proposed application as the Applicant would supply to the Secretary of State for the purpose of complying with section 42 if the Applicant were required by that section to consult the Secretary of State about the proposed application.</p>	<p>Notification letters to the Secretary of State, which included copies of the consultation material issued to Section 42 consultees, are contained in Appendices I-1 and I-2 of this report.</p>

Planning Act 2008 Section 47 – Duty to consult local community	
Requirement	Location in this Report
<p>The applicant must prepare a statement setting out how the Applicant proposes to consult, about the proposed application, people living in the vicinity of the land (S47(1)).</p> <p>Before preparing the statement, the applicant must consult each local authority that is within section 43(1) about what is to be in the statement (S47(2)).</p> <p>The deadline for the receipt by the Applicant of a local authority’s response to consultation under subsection (2) is the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents (S47(3)).</p> <p>In preparing the statement, the Applicant must have regard to any response to consultation under subsection (2) that is received by the Applicant before the deadline imposed by subsection (3) (S47(5)).</p>	<p>Chapter 6 of this report details how the Applicant produced its SoCC and consulted the local community</p>
<p>Once the Applicant has prepared the statement, the Applicant must pursuant to S47(6):</p> <ol style="list-style-type: none"> (a) make the statement available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land, (b) publish, in a newspaper circulating in the vicinity of the land, a notice stating where and when the statement can be inspected, and (c) publish the statement in such manner as may be prescribed. <p>The Applicant must carry out consultation in accordance with the</p>	<p>Section 6.5 of this report details the dates and newspapers that notice of the SoCC was published in.</p> <p>Appendix F of this report and Copies of Newspaper Notices (document reference 1.4) contain copies of the Section 47 Notices as they appeared in the newspapers and online.</p> <p>The SoCC was published on the Applicant’s project website. It was also made available for inspection at the following Document Deposit Locations:</p> <ul style="list-style-type: none"> • Great Yarmouth Library – Tolhouse Street, Great Yarmouth, NR30 2SH;

<p>proposals set out in the statement (S47(7)).</p>	<ul style="list-style-type: none"> • Gorleston Library – Lowestoft Road, Gorleston-on-Sea, Great Yarmouth, NR31 6SG; • Priory Centre, Priory Plain, Great Yarmouth, NR30 1NW; • Kingsgate Community Centre – 30 Queen Annes Road, Southtown, Great Yarmouth, NR31 0LE; • Great Yarmouth Town Hall – Hall Plain, Great Yarmouth, NR30 2QF; • The Archive Centre, County Hall, Martineau Lane, Norwich, NR1 2DQ.”
Planning Act 2008 Section 48 – Duty to Publicise	
Requirement	Location in this Report
<p>The applicant must publicise the proposed application in the prescribed manner.</p>	<p>Section 6.10 of this report details the dates and newspapers that the Section 48 Notice was published in. Appendices J-1 and J-2 of this report and Copies of Newspaper Notices (document reference 1.4) contain copies of the Section 48 Notices as they appeared in the newspapers and online.</p>
<p>Regulations made for the purposes of subsection (1) must, in particular, make provision for publicity under subsection (1) to include a deadline for receipt by the Applicant of responses to the publicity.</p>	<p>The Section 48 notice included notification that the deadline for responses was 23:59hrs on 5 October 2018.</p> <p>A second notice, published to explain the extension to the consultation period, included notification that the new deadline was 23:59hrs on 9 December 2018.</p>

Planning Act 2008 Section 49 – Duty to take account of responses to consultation and publicity	
Requirement	Location in this Report
The applicant must, when deciding whether the application that the applicant is actually to make should be in the same terms as the proposed application, have regard to any relevant responses.	The regard given to the responses received is contained in Sections 9.4 to 9.17 of this report.

Table 4-4: Compliance with Planning Act 2008

4.5.6 Table 4-5 below details how the Applicant’s pre-application consultations complied with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 3.

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 3 - Prescribed consultees	
Requirement	Location in this Report
The persons prescribed for the purposes of Section 42(1)(a) (duty to consult) are those listed in column 1 of the table in Schedule 1 to these Regulations, who must be consulted in the circumstances specified in relation to each such person in column 2 of that table (Regulation 3).	Consultation letters issued to prescribed consultees (S42(1)(a)), and the Marine Management Organisation (S42(1)(aa)), and the list of addresses where they were sent are contained to Appendices N-1, N-2 and N-3.

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 4 - Prescribed consultees	
Requirement	Location in this Report
The applicant must publish a notice, which must include the matters prescribed by paragraph (3) of this regulation, of the proposed application: <ul style="list-style-type: none"> (a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated; (b) once in a national newspaper; 	Section 6.10 of this report details the dates and newspapers that the Section 48 Notice was published in. Appendices J-1 and J-2 of this report and Copies of Newspaper Notices (document reference 1.4) contain copies of the Section 48 Notices as they appeared in the newspapers and on-line. The Applicant did not consider the Proposed Scheme related to offshore development and

<p>(c) once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette; and</p> <p>(d) where the proposed application relates to offshore development:</p> <p>(i) once in Lloyd's List; and</p> <p>(ii) once in an appropriate fishing trade journal. (Regulation 4(2)).</p>	<p>therefore no notices were placed in the Lloyd's List or an appropriate fishing trade journal. An explanation for the Applicant's view regarding whether the Proposed Scheme should be regarded as offshore development is contained in Sections 4.5.7 and 4.5.8 below.</p>
<p>The matters which the notice must include are:</p> <p>(a) the name and address of the applicant;</p> <p>(b) a statement that the applicant intends to make an application for development consent to the Secretary of State;</p> <p>(c) a statement as to whether the application is EIA development;</p> <p>(d) a summary of the main proposals, specifying the location or route of the proposed development;</p> <p>(e) a statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including at least one address in the vicinity of the proposed development) and times set out in the notice;</p> <p>(f) the latest date on which those documents, plans and maps will be available for inspection being date not earlier than the deadline in subparagraph (i);</p> <p>(g) whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;</p> <p>(h) details of how to respond to the publicity; and</p>	<p>The Section 48 Notice in Appendix J-1 of this report and Copies of Newspaper Notices (document reference 1.4) contained all these matters with the exception of whether a charge would be made for paper copies.</p> <p>The Extended Consultation Section 48 Notice contained in Appendix J-2 of this report and Copies of Newspaper Notices (document reference 1.4) contained all these matters.</p>

(l) a deadline for receipt of those responses by the Applicant, being not less than 28 days following the date when the notice is last published. (Regulation 4(3)).	
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Table 4-5: Compliance with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

- 4.5.7 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 requires the publication of Section 48 notices in the Lloyd’s List and an appropriate fishing journal where a scheme relates to offshore development. However, the regulations do not define the meaning of “offshore development”.
- 4.5.8 With no definition of “offshore” given in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 the Applicant has used its ordinary meaning (also known as literal meaning) in accordance with conventions on statutory interpretation. To identify what its ordinary meaning is, the Applicant has used the Oxford Dictionaries which define “offshore” as “situated at sea some distance from the shore”. As the Proposed Scheme was located adjacent to, in and over a river and not some distance from the shore the Applicant did not regard it as offshore development.
- 4.5.9 Table 4-6 below details how the Applicant’s pre-application consultations complied with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 8 - Procedure for establishing whether environmental impact assessment is required	
Requirement	Location in this Report
<p>A person who proposes to make an application for an order granting development consent must, before carrying out consultation under Section 42(1)(duty to consult) either:</p> <ul style="list-style-type: none"> (a) request the Secretary of State to adopt a screening opinion in respect of the development to which the application relates; or (b) notify the Secretary of State in writing that the person proposes to provide an 	<p>Notification under Regulation 8 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 was given to the Secretary of State, via the Planning Inspectorate) on 3 April 2018. This confirmed that the Applicant would provide an Environmental Statement (ES) in respect of the Scheme.</p> <p>This notification is contained in Appendix K of this report.</p>

environmental statement in respect of that development.	
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 12 - Consultation statement requirements	
Requirement	Location in this Report
<p>The consultation statement prepared under Section 47(a) (duty to consult local community) must set out:</p> <p>(a) whether the development for which the applicant proposes to make an application for an order granting development consent is EIA development; and</p> <p>(b) if that development is EIA development, how the applicant intends to publicise and consult on the preliminary environmental information.</p>	<p>The SoCC contained in Appendix E-3 of this report included a statement setting out that the Scheme is EIA development and how the Applicant intended to publicise and consult on the preliminary environmental information.</p>
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 13 - Pre-application publicity under Section 48 (duty to publicise)	
Requirement	Location in this Report
<p>Where the proposed application for an order granting development consent is an application for EIA development, the applicant must, at the same time as publishing notice of the proposed application under Section 48(1), send a copy of that notice to the consultation bodies and to any person notified to the Applicant in accordance with regulation 11(1)(c).</p>	<p>Section 6.12.4 of this report details the issuing of the Section 48 Notice to prescribed consultees.</p> <p>Appendices L-1 and L-2 contain copies of Section 48 and Regulation 13 Letters issued.</p> <p>Appendix L-3 lists the organisations this notification was sent to.</p>

Table 4-6: Compliance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

5 Previous Consultations Prior to Planning Act 2008 Pre-Application Consultations

5.1 Introduction

- 5.1.1 This chapter outlines the consultations on the Great Yarmouth Third River Crossing, and how these have resulted in changes to the proposals. A summary of this activity is contained in Appendix D-1 of this report.
- 5.1.2 The consultations detailed in this chapter were non-statutory consultations but were used to help develop the Proposed Scheme that was presented for the pre-application consultations described by this report.

5.2 Action Prior to 2016

- 5.2.1 The Applicant adopted a preferred route and crossing type in December 2009. Although no immediate funding source was evident at that time it was felt prudent to adopt a preferred route to define where a new bridge would be located. This would reduce uncertainty for residents and to inform Great Yarmouth Borough Council's Development Plan process.
- 5.2.2 Chapter 4 'Consideration of Alternatives' of the Environmental Statement (DCO Document 6.1) describes the alternatives to the Scheme that have been considered by the Applicant during the design and pre-application process.
- 5.2.3 Between 2009 and 2014 officers at NCC were investigating potential funding sources. No further work was carried on scheme design or updating the modelling and appraisal during that period.
- 5.2.4 In Autumn 2015, the Government announced a Large Local Major Transport Scheme fund. In December 2015 NCC commissioned Mouchel Consulting to undertake a high-level review of the costs and benefits associated with the scheme to reconfirm its Benefit to Cost Ratio (BCR) and high value for money status.
- 5.2.5 Following this review, in February 2016, NCC commissioned Mouchel Consulting to undertake a more detailed review of the work to date to identify what would be required to prepare an Outline Business Case (OBC). This included:
- Undertaking initial tasks to develop drafts of the Appraisal Specification Report and Options Assessment Report;
 - Preparing a bid to the Large Local Major Transport Scheme fund on behalf of NCC and New Anglia LEP to seek development funding in 2016/17 for submission on 31 May 2016.

5.2.6 This bid was successful and in August 2016 NCC were awarded almost £1m towards the cost of developing an OBC for the Scheme.

5.3 Stage 1 Public Consultations – November 2016 to January 2017

- 5.3.1 The purpose of this non-statutory consultation was to understand people's views on congestion in Great Yarmouth, share the emerging proposals for the Great Yarmouth Third River Crossing and understand the level of support for these proposals. Whilst the period of public consultation was officially launched to the public in November 2016 and continued to 31st January 2017, the consultation activity in fact commenced in September 2016.
- 5.3.2 A summary of the consultation activity undertaken for the Stage 1 consultations is contained in Appendix D-1.
- 5.3.3 As part of the consultation activity described above, a consultation leaflet and exhibition boards were produced for use with engaging with audiences. Information was also provided on the Applicant's project webpage. A copy of the consultation leaflet and questionnaire used for this consultation is contained in Appendix D-2.
- 5.3.4 The questionnaire was placed on the Applicant's webpage and there were also paper copies available at all the exhibition events and in key locations in and around Great Yarmouth. Facebook and Twitter were used to promote the consultation activities and to engage with stakeholders.
- 5.3.5 The deadline for questionnaire responses was 31 January 2017 and in total 479 responses were received. The key findings from the responses were as follows:
- There was a high level of support from the public for a new Third River Crossing for Great Yarmouth with 81% of respondents to the questionnaire stating that they would either be very likely, or likely to use a new Third River Crossing;
 - 71.4% of respondents saw congestion as either a serious or a very serious issue, with many being delayed for lengthy periods of time;
 - 78.9% of respondents either strongly agreed, or agreed that the Third River Crossing would make their journey times shorter;
 - 80% of respondents either strongly agreed or agreed that congestion would be greatly reduced by a new crossing.
- 5.3.6 The results of this consultation were presented to NCC's Environment, Transport and Development Committee at its meeting on 17 March 2017. At this meeting members resolved to approve the submission of an OBC for the Great Yarmouth Third River Crossing to the Department for

Transport (DfT). A copy of the committee report is contained in Appendix D-3 of this report.

5.4 Stage 2 Public Consultations – August 2017 to October 2017

- 5.4.1 The purpose of this non-statutory consultation was to provide an update on the progress of the Scheme and understand views on the development work undertaken to that time. The consultation took place between 14 August 2017 and 6 October 2017.
- 5.4.2 A summary of the consultation activity undertaken for the Stage 2 consultations is contained in Appendix D-1.
- 5.4.3 As part of the consultation activity described above a consultation leaflet, questionnaire and exhibition boards were produced. Information was also provided on the Applicant’s webpage. The questionnaire could be completed on-line via the webpage and there were also paper copies available at all the exhibition events and in key locations in and around Great Yarmouth. Facebook and Twitter were used to promote the consultation activities and to engage with stakeholders.
- 5.4.4 A copy of the consultation leaflet and questionnaire used for this consultation is contained in Appendix D-4.
- 5.4.5 A key element of this consultation was to seek views on the type of bridge proposed for the crossing of the River Yare. The consultation material showed a 4.5m bascule bridge as the preferred solution for the Great Yarmouth Third River Crossing. However, it also noted that an alternative type of bridge could be a cable stayed swing bridge. A summary of the advantages and disadvantages of the proposed bascule bridge compared to an alternative of a swing bridge were provided.
- 5.4.6 The deadline for consultation responses was 6 October 2017 and in total 214 responses (167 completed questionnaires and 47 email/letter responses) were received. The key findings from the responses are detailed in Table 5-1 below together with the regard the Applicant gave to these findings.

Finding	Applicant’s Regard
Overall support for the scheme remained high	Noted
There was general support for the Proposed Scheme of a bascule bridge at 4.5m clearance	The responses received during this consultation helped to confirm the Applicant’s view that a double leaf bascule bridge was the most appropriate type of bridge
A key concern related to how the bridge would affect port business	Further work was undertaken in consultation with key port

and the passage of vessels on the river	businesses to fully understand their concerns and consider ways to mitigate them
A number of suggestions were made which helped identify how the scheme could be improved	The suggested improvements and the regard given to them is described in Section 5.4.7

Table 5-1: Key findings from Stage 2 consultations

5.4.7 The consultation responses identified a number of suggested improvements to the Proposed Scheme. These are summarised in Table 5-2 below, together with regard that the Applicant has given to these suggestions:

Improvement	Detail	Applicant's Regard
South Denes Road	Improve South Denes Road into the town centre due to concern about increased traffic	At this time the Applicant did not propose improvements to South Denes Road because it wished to first consider the traffic forecasting work being undertaken. The subsequent detailed traffic modelling indicated that even though there would be traffic increase in South Denes Road, it would still operate within capacity
	Provide an on-road cycle lane on South Denes Road from the new bridge into the town centre	This suggestion was not considered as part of the Proposed Scheme as the Applicant was aware of emerging funding opportunities for other sustainable transport schemes in Great Yarmouth, which could consider and possibly fund this request
	Provide a roundabout at the South Denes Road junction instead of traffic signals	Prior to this consultation an options appraisal for this junction had been undertaken to determine that the junction proposed is adequate. Having considered this comment

		the Applicant considered that this type of junction was still appropriate
William Adams Way	Widen William Adams Way due to concern about increased traffic	At this time the Applicant did not propose improvements to William Adams Way because it wished to first consider the traffic forecasting work being undertaken
	Re-design the new roundabout on William Adams Way to allow a direct connection for the Kingsgate Community Centre entrance/exit to this roundabout	The Proposed Scheme was amended so that it provided direct connection to the Kingsgate Community Centre from this roundabout
Harfrey's Roundabout	Harfrey's Roundabout will require works to accommodate the revised local highway network accessing the new bridge	At this time the Applicant did not propose improvements to Harfrey's Roundabout because it wished to first consider the traffic forecasting work being undertaken
Bridge	Make sure bridge is well lit and CCTV provided	These comments helped inform the development of the Scheme, which includes CCTV
	Make bridge an iconic structure rather than just a functional bridge	This comment was noted, but the Applicant considered it important that the bridge had visual compatibility with the surrounding area.
	Only have set times for raising the bridge	This comment was noted, but the Applicant proposed that the bridge would raise on demand for commercial river vessels to avoid disruption of the port operations
	Charge river vessels for each bridge raising	This comment was noted, but the Applicant proposed that no charge would be

		made for raising the bridge as it did not wish to negatively affect the commercial users of the port
River	Do not narrow river channel as this will cause flooding	<p>The Applicant decided that the type of raising mechanism for the bridge would be prepared to reflect a range of options from which a working design envelope was defined. At one end, on this envelope was a raising mechanism with counter weights above ground (and piers in the river) that would reduce the necessary narrowing of the river</p> <p>The Applicant agreed that prior to any DCO application the final design of the raising mechanism would be designed by the Applicant within that working envelope, taking into account a number of issues, including contractor innovation and construction cost</p>
	Provide adequate pontoon areas to allow ships to moor whilst waiting for bridge to raise	The Applicant agreed that the pontoon provision would be considered and any outline proposals for the pontoons be presented in future consultations
NMU Facilities	Provide a riverside/quayside walk	Whilst the Applicant considered this suggestion to be outside the scope of the Proposed Scheme, account was taken of it in developing the public realm proposals so that it did not prevent the

		provision of such a walk in the future
	Provide well signed paths for pedestrians and cyclists in area around bridge	The Applicant agreed it would consider the signing for pedestrians and cyclists as part of any future detailed design for the Scheme
	Provide separate carriageway for walkers and cyclists on both sides of the bridge	Due to the significant cost of widening the bridge to provide segregated cycle lanes on both sides or providing on carriageway cycle facilities, and considering the level of anticipated use, the current proposal is considered to be an acceptable level of cycling provision that balances the level of use against cost
Land	Provide better landscaping and public realm improvements	The Applicant developed a landscape design for the Proposed Scheme, which it considered appropriate to the scheme setting and proximity to the highway. This incorporated new tree planting where practicable
	Provide better information to affected residents regarding land purchase and compensation	In response to these comments the Applicant held a drop-in session during the evening of 9 May 2018 where local residents could come and discuss any issues with officers from the project team
	Reduce amount of land take of allotments or provide a replacement nearby	The Applicant, in discussion, with the Great Yarmouth and Gorleston Allotment Association identified alternative replacement land within the Proposed Scheme.

		This replacement land is shown on Page 10 of the Consultation Brochure
Environment	Scheme needs positive bat and bird nesting enhancement	As the Scheme progressed all protected species were appropriately considered in consultation with Natural England
	Need to understand the archaeological potential of the scheme area and how the proposals may impact on this	The Applicant undertook assessments of likely significant effects arising from the Scheme upon cultural heritage. Chapter 9 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment

Table 5-2: Improvements to the Scheme suggested by Stage 2 consultations

- 5.4.8** The results of this consultation were presented to Norfolk County Council's Environment, Transport and Development Committee at its meeting on 10 November 2017. A copy of the committee report is contained in Appendix D-5 of this report.²
- 5.4.9** At the committee meeting members resolved to approve the further development of the Scheme which provided for a bascule bridge with a clearance of 4.5m over the water at average high tide.

² Link to web page:

<http://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/662/Committee/18/Default.aspx>

6 Pre-application Consultation

6.1 Introduction

- 6.1.1 This chapter describes the requirements for pre-application consultation on the Proposed Scheme as set out in the Planning Act 2008 and details how the Applicant has met these requirements.
- 6.1.2 The key materials that were produced for pre-application consultations are detailed below:
- Consultation Leaflet - Appendix G-1;
 - Consultation Brochure - Appendix G-2;
 - Consultation Questionnaire - Appendix G-3;
 - Preliminary Environmental Information Report (PEIR) – Appendix G-4.
 - Non-Technical Summary of the PEIR - Appendix G-5;
 - Non-Technical Note on Transport Modelling - Appendix G-6;
 - Design Process Summary - Appendix G-7;
 - Questions and Answers - Appendix G-8;
 - Scheme Visualisations – Appendix G-9;
 - Consultation Poster - Appendix G-10;
 - Main Exhibition Boards - Appendix G-11;
 - Smaller Exhibition Boards - Appendix G-12.
- 6.1.3 The consultation materials detailed in Appendices G-2 and G-9 above formed the Consultation Documents issued to Section 42 consultees on a memory stick and placed on deposit at the Document Deposit Locations.
- 6.1.4 The Applicant also produced a fly through visualisation film of the Proposed Scheme for use at the Consultation Events. This can be viewed on the Applicant's project webpage at www.norfolk.gov.uk/3rc.
- 6.1.5 The Applicant's strategy for consultation with the local community (under Section 47 of the Planning Act 2008) was to:
- Advise people of the intention to submit a DCO application for the Scheme;
 - Provide information on the latest proposals for the Scheme (i.e. the Proposed Scheme);
 - Give an opportunity for people to provide an opinion on the Proposed Scheme;
 - Give an opportunity for people to comment on any aspect of the design of the Proposed Scheme;
 - Give people the opportunity to comment on how the Proposed Scheme may impact them; and
 - To use the feedback to develop the Proposed Scheme into the submitted Scheme.

- 6.1.6 There were some parameters associated with the Proposed Scheme that were fixed following previous consultations, although the Applicant invited further opinions/comments on these and any other aspects of the proposals.
- 6.1.7 The parameters fixed for the pre-application consultation were:
- The type of bridge (double leaf bascule bridge);
 - The horizontal and vertical alignment of the bridge deck over the River Yare and Southtown Road;
 - The horizontal and vertical alignment of the highway approaches;
 - The form and layout of the new roundabout on William Adams Way and the traffic signalled junction on South Denes Road.
- 6.1.8 These parameters were fixed in order for the Applicant to establish the Limits of Deviation as set out in the Preliminary Environment Impact Report (PEIR) which was published as part of the statutory pre application consultation process.
- 6.1.9 Two illustrative raising mechanism designs were prepared to reflect the possible arrangements for the double leaf bascule bridge. It is important to note that these possible designs did not reflect an 'either / or' scenario, rather they reflected the ends of a range from within which a working design envelope was defined. It was explained that the final design of the raising mechanism would be made by the Applicant within that working envelope, taking into account a number of issues, including contractor innovation and construction cost.
- 6.1.10 To ensure that the raising mechanism was adequately assessed in the PEIR, the assessments contained within the PEIR considered the 'worst case' of both illustrative designs when combined.
- 6.1.11 The consultation material also showed 3 options for the location of the control tower to the west side of the River Yare and an option for a commercial vessel waiting facility, if deemed necessary following risk assessment, at a remote location south of the crossing.
- 6.1.12 The options for the control tower can be seen on page 6 of the Consultation Brochure (Appendix G-2). The option for a commercial vessel waiting facility, can be seen on page 12 of the Consultation Brochure (Appendix G-2).
- 6.1.13 In addition to the statutory pre-application consultations detailed by this report the Applicant has continued to hold meetings with key stakeholders. A summary of these meetings is detailed in Section 6.11 of this report.
- 6.1.14 The Applicant is also aiming to agree Statements of Common Ground (SoCGs) with key stakeholders affected by the Scheme. Work on the

SoCGs is underway, and the Applicant envisages that the SoCGs will be progressed and developed throughout the DCO examination period.

6.2 Section 47 - Consultation with the Local Community

6.2.1 Table 6-1 below outlines the main consultation requirements of the Planning Act 2008 with regard to the consultation with the local community, and how the Applicant has met these requirements.

Requirement	What the Applicant Did
<p>Section 47(1) Requirement - The applicant must prepare a statement setting out how the applicant proposes to consult, about the proposed application, with people living in the vicinity of the land.</p>	<p>A Statement of Community Consultation (SoCC) was produced for the Section 47 consultations. Appendix E-3 of this report contains a copy of the finalised SoCC.</p>
<p>Section 47(2) and (3) Requirement - Before preparing the statement, the applicant must consult each local authority that is within Section 43(1) about what is to be in the statement. The deadline for the receipt by the applicant of a local authority's response to the consultation is the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents.</p>	<p>The relevant local authorities are Norfolk County Council and Great Yarmouth Borough Council.</p> <p>The Applicant consulted relevant services within Norfolk County Council on 22 May 2018. The deadline for a response to this consultation was 22 June 2018.</p> <p>A response from Norfolk County Council Planning Services was received on 21 June 2018, which also included a response from its lead local flood authority team dated 12 June 2018.</p> <p>The Applicant consulted Great Yarmouth Borough Council on 22 May 2018. The deadline for a response to this consultation was 22 June 2018.</p> <p>A response was received from Great Yarmouth Borough Council on 20 June 2018.</p> <p>Appendix E-1 of this report contains copies of the Statement of Community Consultation Letters sent to Norfolk County Council and Great Yarmouth Borough Council.</p>

	The letters contained a draft copy of the SoCC.
Section 47(5) Requirement - In preparing the statement, the applicant must have regard to any response to the consultation that is received by the applicant before the deadline imposed.	The Statement of Community Consultation Responses received from Norfolk County Council Planning Services (including the response from the lead local flood authority) and from Great Yarmouth Borough Council are contained in Appendix E-2 of this report. Section 6.4.2 of this report provides a summary of the regard given to the local authority responses to this consultation.
Section 47(6) Requirement - The applicant must: <ul style="list-style-type: none"> • make the SoCC available to the public in a way that is reasonably convenient for people living in the vicinity, • publish a notice in a newspaper circulating in the vicinity of the land stating where and when the SoCC can be viewed, • publish the SoCC in such other manner as may be prescribed. 	Notice of the SoCC and where it could be viewed was published in the Eastern Daily Press and the Great Yarmouth Mercury (both local newspapers) on 3 August 2018. Appendix F of this report and Copies of Newspaper Notices (document reference 1.4) contain copies of the Section 47 Notices.
Section 47(7) Requirement - The applicant must carry out consultation in accordance with the proposals set out in the statement.	Section 6.6 of this report details what the SoCC stated the Applicant would do, and how the Applicant complied with this.

Table 6-1: Consultation requirements of Section 47 of the Planning Act 2008

6.3 Section 47 - Statement of Community Consultation (SoCC)

- 6.3.1 In accordance with Section 47 of the Planning Act 2008, the Applicant produced a Statement of Community Consultation (SoCC), which defined how the Applicant would undertake consultation with the local community. This section describes the rationale for the consultation activity described in the SoCC. The SoCC is shown in Appendix E-3.
- 6.3.2 The use of Public Exhibitions was considered a good means of consulting because they allowed the opportunity to consult a larger number of

residents and stakeholders, without posting large paper documents to each consultee.

- 6.3.3** Having public exhibitions, each a week in length, allowed consultees to visit them at a day and time that was convenient. However, should the consultees wish to have face-to-face discussions with members of the project team, staffed Consultation Events during each Public Exhibition were provided.
- 6.3.4** The rationale for choosing the Public Exhibition and Consultation Event locations was:
- They were at varied locations throughout Great Yarmouth and Gorleston;
 - They were easily accessible for those walking, cycling and travelling by public transport or motor vehicle;
 - They were locations where there was already other general community activity so that the consultation could gain wider coverage;
 - At least one venue (the Kingsgate Community Centre) was in the vicinity to the Proposed Scheme.
- 6.3.5** For those that could not visit either the Public Exhibitions or Consultation Events, the Applicant provided similar information to that presented on the exhibition boards in a Consultation Brochure. This Consultation Brochure, together with other Consultation Documents detailed in Section 6.6.1, of this report were available on the Applicant's project website and various Document Deposit Locations in Great Yarmouth and Gorleston.
- 6.3.6** As a result of comments made during the Applicant's consultation on the draft SoCC, two smaller exhibitions were provided in the reception area of Great Yarmouth Town Hall and County Hall in Norwich between 20 August 2018 and 5 October 2018. Copies of these smaller exhibition boards are contained in Appendix G-12. The purpose of these exhibitions was to further increase the coverage of the consultation by advertising it in areas where visitors who may not necessarily be local to Great Yarmouth and Gorleston would be present.
- 6.3.7** Publicity of the Section 47 consultations was concentrated on the area of Great Yarmouth and Gorleston because this was the area most affected by the proposals. It is for this reason that the Applicant identified the Area of Section 47 Consultation Letter Delivery shown in Appendix H-2, as being an appropriate area to issue the Consultation Leaflet, to known postal addresses.
- 6.3.8** However wider publicity and promotion of the consultation was undertaken by:
- Media press releases;
 - Facebook and Twitter posts;
 - Issuing a Consultation Leaflet, Consultation Brochure, and Consultation Questionnaire to parish councils within or adjacent to the area of Great Yarmouth Borough Council;

- Displaying the smaller exhibition boards in the reception area of Great Yarmouth Town Hall and County Hall in Norwich between 20 August 2018 and 5 October 2018.
- 6.3.9 Although not specifically documented in the SoCC the Applicant attended the Great Yarmouth Maritime Festival on 8 and 9 September 2018 in order to increase the coverage of the consultations (see Section 6.8 of this report).
- 6.3.10 The Applicant wished to provide convenient opportunities for consultees to provide comments on the Proposed Scheme, both electronically and by paper. It therefore provided a range of methods to respond to the consultation. Responses could be made by:
- Completing an on-line questionnaire;
 - Completing a paper questionnaire that could be left at the Consultation Events or posted to the Applicant using a Freepost address;
 - Writing to the Applicant using a Freepost address;
 - Emailing the Applicant via a specific consultation email address.

6.4 Section 47 – SoCC Consultation with Local Authorities

- 6.4.1 Consultation on the content of the SoCC with local authorities (Norfolk County Council and Great Yarmouth Borough Council) was begun on 22 May 2018 and the deadline for their responses was 22 June 2018, as noted in Table 6-1 above. Appendix E-1 of this report contains copies of the Statement of Community Consultation Letters sent to local authorities.
- 6.4.2 The responses from the local authorities to the consultation on the draft SoCC and how the Applicant has given regard to the comments made are contained in the following Table 6-2. Actual copies of the Statement of Community Consultation Responses from local authorities are contained in Appendix E-2 of this report.

Response from Norfolk County Council (Planning Services)
<p>Having reviewed the draft SoCC, I am of the view that there is further scope to set out the benefits the Proposed Scheme will bring both to the area, and further afield, the potential impacts and required mitigation.</p> <p>The range of locations, dates and times the scheme documentation can be viewed is welcomed enabling a number of opportunities for stakeholders and members of the public to view the proposals, seek clarification on issues (if necessary) and provide comments.</p> <p>As 'applicant/promoter' of the scheme, I suggest consideration be given to holding a public exhibition here at County Hall, or including it as a document deposit location, to capture the wider public, given that this is a nationally significant scheme. Whilst those to be consulted are area</p>

based, you should provide reasoned justification for the consultation areas you have defined because there maybe groups outside the defined consultation areas that maybe impacted on by the Proposed Scheme.

According to our records there is a gypsy and traveller site on Gapton Hall Road, therefore with regards to paragraph 5.11 hard to reach groups, I suggest consideration is given to engaging the gypsy and traveller community. The County Council run a gypsy and traveller forum you may wish to make contact with. See link below for details.

<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/diversity-and-community-cohesion-partnerships/gypsy-and-traveller-forum>.

I have no other records of hard to reach groups in the area, but that is not to say there aren't any. If you haven't done so already, you may wish to contact the Senior Stakeholder and Consultation Officer, who may be able to provide you with a list of stakeholders, local interest groups and hard to reach groups, which will assist you in ensuring as many groups have the opportunity to engage in the process as possible.

The County Council's Statement of Community Involvement (SCI) sets out other methods of community involvement you may wish to consider.

The SCI can be viewed via the following link

<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/minerals-and-waste-planning-policies/statement-of-community-involvement>.

You will need to consider consultation being undertaken on planning applications in the area, particularly those adjacent to the proposed Third River Crossing. In addition: for the avoidance of confusion, you should be mindful of other major public consultation exercises that are being undertaken in the area at the same time. For example:

- Norfolk Minerals and Waste Local Plan Review. The County Council will commence consultation to consolidate 3 adopted development plan documents (DPDs) into one Local Plan during July and August 2018
- Great Yarmouth Borough Council Draft Local Plan - Development Management Policies and Site Specific Allocations. It is anticipated that this consultation will take place during the summer/autumn 2018

I therefore suggest that you contact services within Norfolk County Council, Great Yarmouth Borough Council, Great Yarmouth Port Company and the Marine Management Organisation (MMO) for such information.

It should be made clear that this SoCC is part of the pre-application process, and that there will be opportunities in the NSIP process for stakeholders and members of the public to make representation on the

Proposed Scheme, once the application is formally lodged with the Planning Inspectorate (PINS).

For your information, I have attached comments received from the Lead Local Flood Authority (LLFA). The LLFA do not comment on the SoCC but do advise of the flooding concerns the local community may have.

What the Applicant Did

A smaller publicity exhibition, which displayed a summary of the Proposed Scheme, detailed how to find out more information and how to respond to the consultation was placed on display in the foyer area of Norfolk County Council's County Hall between 20 August 2018 and 5 October 2018.

The Archive Centre at County Hall, Norwich was added as a Consultation Document Deposit Location.

The Applicant originally omitted to consult this traveller site during the pre-application consultations. However, in March 2019 the Applicant arranged for a representative of Norfolk County Council's Gypsy, Roma and Traveller Team to visit the Gapton Hall Road traveller community to explain details of the proposals, how comments on the proposals could be submitted and to give site residents an opportunity to ask questions. An offer was also made to residents to invite a representative from the design team to the site to answer any detailed technical questions if they had any.

The Applicant contacted Norfolk County Council's Senior Stakeholder Officer with a view to obtaining any further contact details of stakeholders and local interest groups to be included in the consultation.

In addition to minor textual changes to the SoCC, explanation text and a diagram was added to summarise the six main steps in the DCO process.

Comments from Norfolk County Council (Lead Flood Authority)

The Lead Local Flood Authority have no opinion on how the community is consulted as part of this application, however we would remind the applicant that there are several local sensitives about flooding which the local community may be concerned about as part of the application. Any consultation should make clear that these issues are already recognised and will be considered as part of the application process.

In particular we have previously advised the applicant in response to the scoping study (May 2018) that there are issues of flooding locally, their general location and that works proposed would need to consider this as part of the design to prevent adverse impacts. The incidences of flooding are located near the watercourse which flows under William Adam Way which is part of the works and so the community may raise these issues as part of a consultation.

What the Applicant Did

The Applicant reviewed the consultation material to ensure that it included reference to potential flooding risks. This was identified on Page 16 of the Consultation Brochure, Chapter 12 of the Preliminary Environmental Information Report (PEIR) and Section 12 of the Non-Technical Summary of the PEIR.

Comments from Great Yarmouth Borough Council

Great Yarmouth Borough Council has no objections to the draft Statement of Community Consultation but would like to see a display in the Town Hall for the duration of the consultation period, as previously discussed and referred to in your email to [REDACTED] of 13th April (a copy of which I will forward to you). The Borough Council is not especially concerned whether that display is explicitly referenced in the Statement of Community Consultation, as it is already covered under the generic provisions of the Statement.

Great Yarmouth Borough Council appreciates the opportunities the County Council has provided for its ongoing involvement and cooperation in the development of this project and looks forward to continuing its engagement in bringing it to fruition.

What the Applicant Did

A smaller exhibition, which displayed a summary of the Proposed Scheme, detailed how to find out more information and how to respond to the consultation was placed on display in the foyer area of Great Yarmouth Borough Council's Town Hall between 20 August 2018 and 5 October 2018.

Table 6-2: Local authority responses to the consultation on the draft SoCC

6.5 Section 47 – Statutory Notices

- 6.5.1** Notices giving notification of the publication of the final SoCC were placed in the Eastern Daily Press and Great Yarmouth Mercury (both local newspapers) on 3 August 2018. Copies of these Section 47 Notices, as published, are contained in Appendix F of this report and Copies of Newspaper Notices (document reference 1.4).
- 6.5.2** A paper copy of the SoCC was made available for viewing at each of the locations, and at the dates and times, detailed in the published notices. Namely, between 6 August and 5 October 2018 the SoCC was available to view at the following Document Deposit Locations.
- Great Yarmouth Library – Tolhouse Street, Great Yarmouth, NR30 2SH;

- Gorleston Library – Lowestoft Road, Gorleston-on-Sea, Great Yarmouth, NR31 6SG;
- Priory Centre, Priory Plain, Great Yarmouth, NR30 1NW;
- Kingsgate Community Centre – 30 Queen Annes Road, Southtown, Great Yarmouth, NR31 0LE;
- Great Yarmouth Town Hall – Hall Plain, Great Yarmouth, NR30 2QF;
- The Archive Centre, County Hall, Martineau Lane, Norwich, NR1 2DQ.

6.5.3 The SoCC remained on deposit at these locations until 9 December 2018 to coincide with the extension to the deadlines for responses to the Section 47 consultations. The explanation for this extension deadline is contained in Chapter 7 of this report.

6.6 Section 47 - Compliance with the SoCC

6.6.1 Table 6-3 below summarises what the SoCC stated regarding how the Applicant would consult and what it did to achieve this. For the purposes of this table the Proposed Scheme is the scheme as presented for the pre-application consultations.

Section 5.1 of SoCC “What specific matters are we seeking comments on?”

What the SoCC said:

The Consultation will invite comment and seek views on the information provided, which will include:

- The principle of, need for and design of the Proposed Scheme (including alternative ways of meeting the need);
- Detailed proposals for the Proposed Scheme including bridge alignment, junction layouts, works on existing roads and side roads, and design details;
- Preliminary environmental information relating to the construction, operation and maintenance of the Proposed Scheme - provided by the Preliminary Environmental Information Report (PEIR) and the non-technical summary;
- Potential impacts of the Proposed Scheme on traffic (and possible mitigation measures);
- Potential impacts of the Proposed Scheme on port related activities and river vessel movements.

What the Applicant did:

The Consultation Brochure (Appendix G-2) and Exhibition Boards (Appendix G-11) included information on the scheme objectives, design proposals, forecast traffic flows and predicted bridge raising frequency. It was accompanied by the Consultation Questionnaire (Appendix G-3) that

included specific questions on the topics described in Section 5.1 of the SoCC.

A Consultation Leaflet (Appendix G-1), which provided details of the proposed consultations, including the Consultation Events, how the consultation documents could be viewed and how to respond to the consultation, was sent to approximately 33,000 postal addresses in Great Yarmouth and Gorleston. Appendix H-1 contains a copy of the Section 47 Consultation Letter posted to these addresses and the Area of Section 47 Consultation Letter Delivery in Appendix H-2 contains a plan showing the area where this was posted.

A PEIR and non-technical summary of the PEIR was produced for the commencement of the Section 47 consultations on 20 August 2018. This was made available for inspection at the Document Deposit Locations detailed in this table and in Section 6.5.2 of this report. It was also available to view on the Applicant’s project web site and at the Consultation Events.

Section 5.2 of SoCC “When will the Consultation be held?”

What the SoCC said:

NCC will hold a consultation with the local community between 00:00hrs on 20 August 2018 and 23.59hrs on 5 October 2018.

What the Applicant did:

The consultation under Section 47 of the Planning Act 2008 formally commenced on 20 August 2018 and the deadline for responses was 23.59hrs on 5 October 2018. The consultation was later extended to 23:59hrs on 9 December 2018 when it came to light that the published PEIR was missing a number of figures (plans and diagrams). This deadline extension and the reasons for it are explained in Chapter 7 of this report.

Section 5.3 of SoCC “Who will be able to comment on the Proposed Scheme?”

What the SoCC said:

The Consultation will be open to anyone who wishes to express a view on the Proposed Scheme.

What the Applicant did:

The consultation was open to anyone who wished to express a view, and all responses received have been included in the analysis documented in Chapters 8 and 9 of this report.

Section 5.4 of SoCC “How will the Consultation be communicated?”

What the SoCC said:

“NCC wishes to ensure that local communities, businesses, stakeholders and interest groups have an opportunity to fully understand and comment on the Proposed Scheme.

The Consultation will be widely advertised in local media and using social media such as Facebook and Twitter. Notices pursuant to Section 47 of the Planning Act 2008 will be published in the Eastern Daily Press and Great Yarmouth Mercury newspapers.

In addition to the community consultation, which is the subject of this SoCC, separate pre-application consultation will take place with certain prescribed bodies, affected land owners and local authorities in accordance with Section 42 of the Planning Act 2008. A notice will also be published (in accordance with Section 48 of the Planning Act 2008) in the Eastern Daily Press, Great Yarmouth Mercury, The Times and the London Gazette advertising the Proposed Scheme.”

What the Applicant did:

The Applicant used Facebook and Twitter to publicise the consultations. Details of the other publicity and promotion undertaken is provided in Section 6.8 of this report.

Section 47 Notices were placed in the Eastern Daily Press and Great Yarmouth Mercury newspapers on 3 August 2018 (Appendix F of this report and Copies of Newspaper Notices (document reference 1.4)).

Details of how the Applicant undertook its consultations under Section 42 and Section 48 of the Planning Act 2008 are contained in Section 6.10 and Sections 6.13 to 6.15 of this report.

The Section 48 Notices (Appendix J-1 of this report and Copies of Newspaper Notices (document reference 1.4)) were placed in the following publications:

- Eastern Daily Press on 17 August 2018 and 24 August 2018;
- Great Yarmouth Mercury on 17 August 2018 and 24 August 2018;
- The Times on 24 August 2018;
- The London Gazette on 24 August 2018.

Extended Consultation Section 48 Notices (Appendix J-2 of this report and Copies of Newspaper Notices (document reference 1.4)), advertising the extension to the consultation period, were also placed in the following publications on 26 October 2018:

- Eastern Daily Press;
- Great Yarmouth Mercury;
- The Times;
- The London Gazette.

Section 5.5 of SoCC “What documents will be produced?”

What the SoCC said:

“NCC will produce the following Consultation Documents:

- Consultation Leaflet;
- Consultation Brochure and Consultation Questionnaire;
- Preliminary Environmental Information Report (PEIR);
- Non-Technical Summary of the PEIR;
- Non-Technical Note on Transport Modelling;
- Design Process Summary;
- Questions and Answers.

In addition to the Consultation Documents detailed above, the following consultation materials will be produced:

- Consultation Posters: To be displayed at certain public locations to advertise the consultation;
- Public Exhibition Information Boards: These will be provided to help inform at the Public Exhibitions and Consultation Events, and will include a summary of the Proposed Scheme and its potential impacts.”

What the Applicant did:

The Applicant produced all the above Consultation Documents for use during the pre-application consultations (Appendices G1 to G8). In addition to the above the Applicant also produced:

- A document that showed a series of visualisations of the Proposed Scheme (Appendix G-9);
- A fly through film visualisation of the Proposed Scheme for use at the Consultation Events (available on www.norfolk.gov.uk/3rc).

Section 5.6 of SoCC “How will we consult?”

What the SoCC said:

Project Website: Web pages for the Proposed Scheme on NCC’s website have been set up and will be updated to include the latest scheme information. They are available at this location: www.norfolk.gov.uk/3rc and will include details regarding the pre-application consultation. All the Consultation Documents listed under Section 5.5.1 (of the SoCC) and the Public Exhibition information boards above will be available on the project website.

Public Exhibitions: A series of Public Exhibitions (unstaffed) will be held at the times and venues detailed below to give people the opportunity to view the scheme proposals. The Public Exhibitions will contain information boards together the Consultation Documents listed under Section 5.5.1 (of the SoCC).

Venue	Date	Time
Great Yarmouth Library Tolhouse Street Great Yarmouth NR30 2SH	Monday 20 August 2018 to Saturday 25 August 2018	Monday: 12pm-5pm Tuesday: 9am-5pm Wednesday: 9am-7:30pm Thursday: 9am-5pm Friday: 9am-5pm Saturday: 9am-4:30pm
Priory Centre Priory Plain Great Yarmouth NR30 1NW	Tuesday 28 August 2018 to Saturday 1 September 2018	Tuesday: 12pm-9pm Wednesday: 8:30am-12:45pm and 4pm-9pm Thursday: 8:30am-9pm Friday: 8:30am-12:45pm and 4pm-9pm Saturday: 8am-4pm
Gorleston Library Lowestoft Road Gorleston-on-Sea Great Yarmouth NR31 6SG	Monday 3 September 2018 to Saturday 8 September 2018	Monday: 12pm-5pm Tuesday: 9:30am-8pm Wednesday: 9:30am-5pm Thursday: 9:30am-8pm Friday: 9:30am-5pm Saturday: 9:30am-4pm
Kingsgate Community Centre 30 Queen Anne's Road Southtown Great Yarmouth NR31 0LE	Tuesday 11 September 2018 to Saturday 15 September 2018	Tuesday: 12pm-5pm Wednesday: 9am-9pm Thursday: 9am-5pm Friday: 9am-5pm Saturday: 9am-4pm
<p>Two smaller publicity exhibitions, containing scheme information and details of how to participate in this consultation will be on display between 20 August 2018 and 5 October 2018 in the reception areas of Great Yarmouth Town Hall and County Hall, Norwich.</p> <p>Consultation Events: Consultation Events, that will include the Public Exhibition information boards, will be held at the locations and dates/times detailed in the table below. All the Consultation Documents listed under Section 5.5.1 (of the SoCC), and those listed under Section 5.5.2 (of the SoCC) above, together with this SoCC, will be available at these Consultation Events. These documents can be taken away from the Consultation Events free of charge, with the exception of the PEIR, for which a charge of £10 will be made. The Consultation Events will be</p>		

staffed to allow people to hold face-to-face discussions with the project team.”		
Venue	Date	Time
Great Yarmouth Library Tolhouse Street Great Yarmouth NR30 2SH	Saturday 25 August 2018	10:00am to 4:30pm
Priory Centre Priory Plain Great Yarmouth NR30 1NW	Thursday 30 August 2018	10:00am to 9:00pm
Gorleston Library Lowestoft Road Gorleston-on-Sea Great Yarmouth NR31 6SG	Tuesday 4 September 2018	10:00am to 8:00pm
Kingsgate Community Centre 30 Queen Anne’s Road Southtown Great Yarmouth NR31 0LE	Wednesday 12 September 2018	10:00am to 8:00pm
What the Applicant did:		
The Consultation Documents listed in Section 5.5.1 of the SoCC were uploaded to the Applicant’s project webpage (www.norfolk.gov.uk/3rc) on 20 August 2018. Two further documents, in addition to those outlined in the SoCC, were included with Consultation Documents. These where: <ul style="list-style-type: none"> • Proposed Scheme Visualisation (Appendix G-9); • Proposed Scheme Fly Through Film (this can be viewed on the Applicant’s project webpage at www.norfolk.gov.uk/3rc). The Consultation Documents remained available to view on the Applicant’s project web page until 31 March 2019.		
The Public Exhibitions and Consultation Events were held at the dates and times detailed above.		
The two smaller publicity exhibitions, containing Proposed Scheme information and details of how to participate in this consultation were on display between 20 August 2018 and 5 October 2018 in the reception areas of Great Yarmouth Town Hall and County Hall, Norwich.		

The Applicant took the opportunity to also hold two further staffed exhibitions at the Great Yarmouth Maritime Festival on 8 and 9 September 2018. Copies of the exhibition boards used at the Consultation Events are contained in Appendix G-11 of this report. Copies of the smaller exhibition boards on display in the reception areas of Great Yarmouth Town Hall, County Hall Norwich and the Great Yarmouth Maritime Festival are contained in Appendix G-12 of this report.

Section 5.7 of SoCC “Consultation Document Deposit Locations”

What the SoCC said:

“Consultation Document Deposit Locations: For those that cannot attend the exhibitions all the Consultation Documents listed under Section 5.5.1 above, together with this SoCC, will be available to view at the following Consultation Document Deposit Locations between 20 August 2018 and 5 October 2018:

- Great Yarmouth Library – Tolhouse Street, Great Yarmouth, NR30 2SH;
- Gorleston Library – Lowestoft Road, Gorleston-on-Sea, Great Yarmouth, NR31 6SG;
- Priory Centre, Priory Plain, Great Yarmouth, NR30 1NW;
- Kingsgate Community Centre – 30 Queen Annes Road, Southtown, Great Yarmouth, NR31 0LE;
- Great Yarmouth Town Hall – Hall Plain, Great Yarmouth, NR30 2QF;
- The Archive Centre, County Hall, Martineau Lane, Norwich, NR1 2DQ.”

What the Applicant did:

The Consultation Documents described in Section 5.5.1 (of the SoCC) were placed on deposit at the above locations on 20 August 2018. The Consultation Documents remained on deposit at these locations until 31 March 2019 to coincide with the Extended Consultation (see Chapter 7) and the Further Consultation (see Chapter 11).

Two further documents, in addition to those outlined in the SoCC, were included with Consultation Documents. These were:

- Proposed Scheme Visualisations (Appendix G-9);
- Proposed Scheme Fly Through Film (this can be viewed on the Applicant’s project webpage at www.norfolk.gov.uk/3rc).

The Consultation Documents were regularly checked until 31 March 2019.

Section 5.8 of SoCC “Obtaining Copies of Consultation Documents”

What the SoCC said:

Obtaining Copies of Consultation Documents: Paper copies of the Consultation Documents can also be requested from NCC using the same contact details in Section 7.1 (of the SoCC) between 20 August 2018 and 5 October 2018. Consultation Documents will be made available free of

charge, with the exception of the PEIR, for which a charge of £10 will be made.

What the Applicant did:

The Applicant provided the opportunity to request paper copies of the Consultation Documents.

Section 5.9 of SoCC “Political Engagement”

What the SoCC said:

“Political Engagement: The Consultation Brochure, Consultation Leaflet, and Consultation Questionnaire will be provided for local politicians (borough/county councillors, MPs and MEPs) whose constituencies are within the vicinity of the Proposed Scheme.”

What the Applicant did:

The Section 47 Consultation Letter (Appendix H-1), inviting participation in the consultation, which included the Consultation Leaflet, Consultation Brochure and Consultation Questionnaire as attachments were emailed to all Great Yarmouth Borough Councillors on 8 August 2018.

The Section 47 Consultation Letter (Appendix H-1), inviting participation in the consultation, which included the Consultation Leaflet, Consultation Brochure and Consultation Questionnaire as attachments, were emailed to Norfolk County Councillors whose electoral wards were within the Area of Section 47 Consultation Letter Delivery (Appendix H-2) on 8 August 2018.

The Section 47 Consultation Letter (Appendix H-1), which included the Consultation Leaflet, Consultation Brochure and Consultation Questionnaire, were sent to MPs and MEPs whose constituencies were within the Area of Section 47 Consultation Letter Delivery (Appendix H-2) on 8 August 2018.

Section 5.10 of SoCC “Stakeholders:

What the SoCC said:

“Stakeholders: NCC has previously held meetings with a number of stakeholders and will continue to do so before, during and after the Consultation. When invited, and where it is possible to do so, the project team will attend meetings with other stakeholder groups interested in the Proposed Scheme.”

What the Applicant did:

Details of the meetings held with key stakeholders are detailed in Section 6.11 of this report.

Section 5.11 of SoCC “Hard to Reach Groups”

What the SoCC said:

Hard to Reach Groups: NCC wishes to involve a wide range of the community in the pre-application consultation by:

<ul style="list-style-type: none"> • Consultation Posters will be erected at various on-street locations in the vicinity of the Proposed Scheme. The consultation poster will also be erected in local colleges, shopping centres/supermarkets, medical centres, and the tourist information centre; • NCC will also attempt to contact local minority groups so that they can be informed of and engaged with the consultation; • If required NCC can provide the consultation material in an alternative format or in a different language (see contact details on the inside of the front page of this SoCC).
What the Applicant did:
<p>Consultation Posters (Appendix G-10) were erected in various locations and on lamp columns within the vicinity of the scheme.</p>
<p>The Consultation Leaflet and Consultation Brochure included the INTRAN Logo with supporting text in five additional languages (Slovak, Russian, Portuguese, Lithuanian and Polish). These languages were chosen because records indicated that they are the top five most frequently requested language translations from the Great Yarmouth area.</p>
<p>Section 6.9 of this report includes an explanation of other work undertaken in order to engage hard to reach groups with the consultation.</p>

Table 6-3: Compliance with the SoCC

6.7 Section 47 - Inconsistencies with the SoCC

- 6.7.1 The Section 47 consultations were undertaken in accordance with its published SoCC, with the exceptions detailed below.
- 6.7.2 In addition to the documents listed in Section 5.5.1 of the SoCC, two further documents were included with Consultation Documents. These were:
- Proposed Scheme Visualisation (Appendix G-9);
 - Proposed Scheme Fly Through Film (this can be viewed on the Applicant's project webpage at www.norfolk.gov.uk/3rc).
- 6.7.3 During the pre-application consultation period it was brought to the attention of the Applicant that Volume II of the published PEIR omitted 21 figures. As a result, the Applicant undertook remedial actions and extended the deadline for responses to the Section 47, 48 and 42 consultations to 9 December 2018. Further details on the remedial actions is contained in Chapter 7 of this report.
- 6.7.4 In its response to the Applicant's consultations on the draft SoCC, Norfolk County Council noted the presence of a gypsy and traveller site on Gapton Hall Road, and suggested consideration be given to engaging with this community.
- 6.7.5 The Applicant originally omitted to consult the community living in this traveller site during the pre-application consultations. However, in March 2019 the Applicant arranged for a representative of Norfolk County

Council’s Gypsy, Roma and Traveller Team to visit the Gapton Hall Road traveller community to explain details of the proposals, how comments on the proposals could be submitted and to give site residents an opportunity to ask questions. An offer was also made to site residents that a representative from the project design team could visit them to answer any detailed technical questions they had.

6.8 Section 47 - Other Promotion and Advertising

- 6.8.1 In addition to the Public Exhibitions and Consultation Events detailed in the SoCC the Applicant took the opportunity to also hold two further staffed exhibitions at the Great Yarmouth Maritime Festival.
- 6.8.2 The Maritime Festival is a two day annual event that is held on South Quay in Great Yarmouth. It includes historic ships, exhibitions, live music and entertainment. In 2018 the festival was held on 8 and 9 September. On both days of this festival the Applicant used the small exhibition boards (Appendix G-12) and the Fly Through Film to publicise the pre-application consultations that were taking place at the time. These were staffed to allow people to hold face to face discussions with the project team.
- 6.8.3 Other promotion and advertising of the pre-application consultations was carried out through print, broadcast, online and social media. Examples of this promotion and advertising are contained Appendix G-13.
- 6.8.4 A general media release was issued ahead of the Section 47 consultation start date (20 August 2018) to announce that further details on the proposals for the Proposed Scheme would follow and to raise awareness of the forthcoming opportunity for people to share their views.
- 6.8.5 The launch of the Section 47 consultation itself began with a briefing with journalists from the two major local news outlets – BBC Radio Norfolk, and Archant (which produces the Great Yarmouth Mercury and Eastern Daily Press). Information about the consultation itself, the Consultation Events and how to get involved was covered. Table 6-4 below gives an indication of how many people were reached through these channels, based on their average readership/listenership statistics.

Media outlet	Readership/listeners
Great Yarmouth Mercury print edition	Approximately 38,100 per issue
Great Yarmouth Mercury online	Approximately 883,000 monthly page views
EDP print edition	Approximately 81,600 per issue

EDP online	Approximately 9.6 million monthly page views
BBC Radio Norfolk	173,000 per week

Table 6-4: Approximate media readership/listeners

- 6.8.6** In addition to the briefings, a news release was issued to Norfolk County Council's full local media contacts list to make all relevant outlets aware that the pre-application consultations were underway.
- 6.8.7** Social media also played an important role in helping let as many people as possible know that the consultation was taking place. A series of posts, boosted posts and adverts were placed on Norfolk County Council's Facebook page, which has 29,100 page likes. Regular tweets were also issued from the council's Twitter account, which has 48,100 followers. The following tables show social media activity and the audience reached on each occasion. This also includes tweets and posts to publicise the consultation extension. Further information on this is provided Table 6-5 and 6-6 below.

Date	Reach	Comments	Reactions	Shares	Link clicks
21/08/2018	23,363	70	62	67	16
23/08/2018	17,557	47	54	41	68
29/08/2018	7,109	11	31	8	56
31/08/2018	12,449	81	42	29	35
03/09/2018	17,478	110	88	33	78
07/09/2018	10,445	21	198	46	38
09/09/2018	2,418	0	15	1	0
10/09/2018	3,757	0	2	3	0
21/09/2018	9,188	25	22	5	22
28/09/2018	16,055	47	55	43	42
08/11/2018	5,789	6	14	4	15
23/11/2018	4,165	3	2	0	9
29/11/2018	5,482	2	2	6	19
04/12/2018	5,567	2	6	8	18
TOTAL	135,255	423	587	294	398

Table 6-5: Dates of Facebook posts and their reactions

Date	Reach	Comments	Reactions	Retweets	Link clicks
21/08/2018	8,395	0	11	16	22
22/08/2018	3,200	0	2	2	3
23/08/2018	2,081	0	0	1	1
29/08/2018	9,475	3	15	15	19
30/08/2018	3,799	1	5	5	6
31/08/2018	3,774	2	4	3	12
03/09/2018	2,462	0	4	0	1
07/09/2018	2,519	1	2	1	2
09/09/2018	5,538	0	10	6	0
12/09/2018	1,956	0	0	0	4
21/09/2018	3,205	0	2	7	7
28/09/2018	1,893	0	1	2	3
08/11/2018	2,323	0	2	7	13
23/11/2018	2,856	0	4	7	8
29/11/2018	2,927	0	3	6	9
04/12/2018	1,937	0	2	5	4
TOTAL	58,768	7	66	78	112

Table 6-6: Dates of Twitter posts and their reactions

- 6.8.8** When the consultation was extended due to publication of the previously omitted PEIR figures (plans and diagrams), additional publicity was used to help make sure people were aware that they could continue to comment on the proposals, should they wish to do so. Initially, the local media outlets were briefed, and this again resulted in good coverage in the Eastern Daily Press and Great Yarmouth Mercury and an interview for BBC Radio Norfolk.
- 6.8.9** The Applicant was also able to add notification of the consultation extension into Great Yarmouth Borough Council's news magazine, which goes to every home (approximately 44,500 properties) in the borough. A copy of the article placed in this magazine is shown at the end of Appendix G-13.
- 6.8.10** As well as the social media reminders issued during this time (see tables above), a final media release was sent to all local media a few days before the extended consultation closed on 9 December 2018. This was a final

effort to raise awareness of the extended deadline and to prompt last minute engagement.

6.9 Section 47 - Consulting Hard to Reach Groups

- 6.9.1** In order to engage with hard to reach groups during the pre-application consultations within the local community, the Applicant commissioned Norfolk Community Foundation. Norfolk Community Foundations is part of a network of charitable foundations, part of its role being to encourage and motivate individuals and organisations to link with local causes that they are interested in supporting.
- 6.9.2** The work undertaken by Norfolk Community Foundation was documented in their report to the Applicant. This report is shown in Appendix G-15.
- 6.9.3** A key part of the work undertaken by Norfolk Community Foundation was to raise awareness of, and encourage ongoing interest in, the Proposed Scheme, and support individuals and groups to respond to the formal public consultation by 5 October 2018.
- 6.9.4** The main elements of the work undertaken was:
- Direct engagement with a total of 30 organisations providing a wide range of services and support to hard-to-reach groups across Great Yarmouth (a list of these organisations is contained in Appendix B of the Norfolk Community Foundation Report (Appendix G-15);
 - Delivering 8 sets of consultation brochures and survey forms to 7 different organisations for distribution to their customers and service users;
 - Encouraging a major charity working with older people to put out messages on its social media platforms (Facebook and Twitter) advertising the public consultation;
 - Writing a short paragraph for inclusion within the 'pew sheet' of a local church for its Sunday service;
 - Encouraging the student coordinator of a local college to raise awareness of the consultation process among its student population.
- 6.9.5** In addition to the work undertaken by Norfolk Community Foundation the Applicant sought advice from community officers at Great Yarmouth Borough Council and Norfolk County Council on potential hard to reach groups to consult. Where the suggested groups contact details were available in the public domain then these were sent the Section 47 Consultation Letter contained in Appendix H-1.
- 6.9.6** In March 2019 the Applicant arranged for a representative of Norfolk County Council's Gypsy, Roma and Traveller Team to visit the Gapton Hall Road traveller community to explain details of the proposals, how comments on the proposals could be submitted and to give site residents an opportunity to ask questions. An offer was also made to site residents

that a representative from the project design team could visit them to answer any detailed technical questions they had.

6.10 Section 48 - Statutory Publicity

6.10.1 The following Table 6-7 outlines the main consultation requirements of the Planning Act 2008 with regard to the statutory publicity, and how the Applicant has met these requirements.

Section 48 Requirement
<p>The applicant must publicise the proposed application in the prescribed manner. Publicity should include a deadline for receipt of responses, as well as the matters set out in Regulation 4(3) of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009.</p>
What the Applicant Did
<p>On 17 August 2018 Section 48 Notices (Appendix J-1 of this report and Copies of Newspaper Notices (document reference 1.4)) publicising the proposed DCO application were placed in the following publications:</p> <ul style="list-style-type: none"> • Eastern Daily Press (local newspaper); • Great Yarmouth Mercury (local newspaper). <p>On 24 August 2018 further Section 48 Notices (Appendix J-1 of this report and Copies of Newspaper Notices (document reference 1.4)) were placed in the following publications:</p> <ul style="list-style-type: none"> • Eastern Daily Press (local newspaper); • Great Yarmouth Mercury (local newspaper); • The Times (national newspaper); • London Gazette. <p>The notices complied with the requirements of Section 48 and Regulation 4(3), with the exception that they did not state whether a charge would be made for providing a paper copy of the PEIR or other consultation documents. However, no requests for paper copies were received by the Applicant.</p>
<p>The notices confirmed that responses should be received by 23:59hrs on 5 October 2018.</p>
<p>When it was found that the published PEIR was missing 21 figures the deadline for receiving responses was extended to 9 December 2018. Extended Consultation Section 48 Notices (Appendix J-2 of this report and Copies of Newspaper Notices (document reference 1.4)) advising of the extension to the consultation deadline and where the missing PEIR figures could be viewed, were published on 26 October 2018 in:</p> <ul style="list-style-type: none"> • Eastern Daily Press; • Great Yarmouth Mercury;

- The Times;
- The London Gazette.

The notice specified that paper copies of the documents would be provided free of charge, with the exception of full copies of the PEIR, for which a charge of £10 would be made unless there were extenuating circumstances

The Extended Consultation notices confirmed that responses should be received by 23:59hrs on 9 December 2018.

Table 6-7: Consultation requirements of the Planning Act 2008 with regard to the statutory publicity

- 6.10.2** Each of the local authorities and prescribed consultees were notified of the commencement of this consultation via the Section 48 and Regulation 13 Letter dated 17 August 2018 in Appendix L-1 (Appendix L-3 contains a list of the consultees). They were also notified of the extension to the consultation deadline via the Extended Consultation Section 48 and Regulation 13 Letter dated 17 August 2018 in Appendix L-2 (Appendix L-3 contains a list of the consultees).
- 6.10.3** Both letters included a copy of the relevant Section 48 Notice as it would appear in the newspapers.

6.11 Non-Statutory Consultations

- 6.11.1** In addition to the statutory consultations the Applicant has held a number of meetings with a number of stakeholders since the commencement of the pre-application consultations on 20 August 2018.
- 6.11.2** A summary of the meetings held is provided in Table 6-8 below.

Stakeholder	Dates of Meetings
Norfolk County Council (Lead Local Flood Authority)	<ul style="list-style-type: none"> • 17 April 2018 • 8 February 2019 • 1 March 2019 • 26 March 2019 (attendance at design review meeting)
Great Yarmouth Borough Council	<ul style="list-style-type: none"> • 17 October 2018 • 29 January 2019 • 1 March 2019 • 26 March 2019 (attendance at LLPA design review meeting)
Environment Agency	<ul style="list-style-type: none"> • 16 April 2018 • 4 June 2018

	<ul style="list-style-type: none"> • 13 September 2018 • 4 October 2018 • 12 December 2018 • 16 January 2019
Natural England	<ul style="list-style-type: none"> • 22 February 2019
Highways England	<ul style="list-style-type: none"> • 8 March 2018 • 20 March 2018 • 10 May 2018 (teleconference) • 5 June 2018 (teleconference) • 20 June 2018 • 22 August 2018 • 10 September 2018 (teleconference) • 13 September 2018 (teleconference) • 26 September 2018 (teleconference)
Broads Authority	<ul style="list-style-type: none"> • 22 February 2019
Peel Ports	<ul style="list-style-type: none"> • 29 June 2017 • 16 March 2018 • 4 May 2018 • 13 July 2018 • 17 July 2018 • 17 August 2018 • 7 September 2018 • 2 October 2018 • 5 October 2018 • 13 November 2018 • 24 January 2019 • 11 March 2019 • 25 March 2019
Great Yarmouth Port Users Association (attendance at their meetings)	<ul style="list-style-type: none"> • 16 November 2017 • 22 March 2018 • 21 June 2018 • 11 July 2018 • 10 August 2018 • 7 September 2018 • 28 September 2018 • 2 November 2018 • 5 December 2018

ASCO	<ul style="list-style-type: none"> • 9 November 2017 • 13 December 2017 • 17 April 2018 • 5 June 2018 • 10 July 2018 • 17 August 2018 • 11 September 2018 • 16 October 2018 • 6 November 2018 • 4 December 2018 • 8 January 2019 • 19 March 2019
Perenco	<ul style="list-style-type: none"> • 9 November 2017 • 13 December 2017 • 17 April 2018 • 5 June 2018 • 10 July 2018 • 17 August 2018 • 11 September 2018 • 16 October 2018 • 6 November 2018 • 4 December 2018 • 8 January 2019 • 19 March 2019
Great Yarmouth and Gorleston Allotment Association	<ul style="list-style-type: none"> • 15 March 2018 • 1 December 2018
MIND Centre and Grounds	<ul style="list-style-type: none"> • 10 July 2018 • 5 November 2018 • 18 December 2018 • 17 January 2019 • 24 January 2019 • 15 February 2019 • 28 February 2019 • 7 March 2019 • 22 March 2019
Kingsgate Community Centre	<ul style="list-style-type: none"> • 12 January 2018 • 7 August 2018 • 12 September 2018 • 5 November 2018

Waveney and Lower Yare Internal Drainage Board	<ul style="list-style-type: none"> • 23 May 2018 • 15 February 2019
Seatrax	<ul style="list-style-type: none"> • 8 November 2018
Historic England	<ul style="list-style-type: none"> • Letters and email correspondence
Marine Management Organisation	<ul style="list-style-type: none"> • Letter and email correspondence

Table 6-8: Summary of meetings held with stakeholders

6.12 EIA Regulations Consultations

- 6.12.1** The Third River Crossing is a scheme that requires an Environmental Impact Assessment (EIA).
- 6.12.2** Notification under Regulation 6 of the EIA Regulations 2017 was issued to the Secretary of State, via the Planning Inspectorate) on 3 April 2018 (Appendix K). This confirmed that the Applicant would provide an Environmental Statement (ES) in respect of the Scheme. This notification was provided prior to the consultation under Section 42 commencing, as is required by Regulation 6(1).
- 6.12.3** A Preliminary Environmental Information Report (PEIR) was produced as part of the pre-application consultation documents. The PEIR detailed the proposals for the Proposed Scheme and explained the methods and preliminary findings of the assessment of the environmental impacts of the proposals. Its purpose was to enable consultees to develop an informed view of the likely significant effects of the Proposed Scheme.
- 6.12.4** In accordance with Regulation 13 of the EIA Regulations a letter containing a copy of the Section 48 Notice was issued to local authorities and prescribed consultees on 17 August 2018. A copy of the Section 48 and Regulation 13 Letter and a list of consultees that it was sent to are contained in Appendices L-1 and L-3.
- 6.12.5** During the consultation it was brought to the Applicant's attention that the PEIR, as published in the consultation materials, was missing 21 figures. The actions, including an extension to the consultation deadline to 9 December 2018, undertaken by the Applicant to ensure consultees were aware of the missing figures is contained in Chapter 7 of this report.
- 6.12.6** A letter containing a copy of the Extended Consultation Section 48 Notice, notifying of the extension to the consultation deadline, was issued to local authorities and prescribed consultees on 22 October 2018. A copy of the

Extended Consultation Section 48 and Regulation 13 letter and a list of consultees that it was sent to are contained in Appendices L-2 and L-3.

6.12.7 The results of the EIA have been reported in an Environmental Statement that forms part of the application documents (document reference 6.1).

6.13 Section 42 - Consultation with Local Authorities, Prescribed Consultees and Those with an Interest in Land

6.13.1 Table 6-9 below outlines the main requirements of Section 42 of the Planning Act 2008 (consultations with local authorities, prescribed consultees and those with an interest in land) and how the Applicant has met these requirements.

6.13.2 The list of local authorities (S42(1)(b)) and prescribed consultees (S42(1)(a) and (aa)) consulted under Section 42 are contained in Appendices M-3 and N-3 respectively. The list of consultees is broken down into the following tables, as outlined in the List of Consultation Bodies Notified by the Planning Inspectorate Under Regulation 11(1)(a) of the EIA Regulations:

- Table 1: Prescribed Consultation Bodies - detailed in Appendix N-3
- Table 2: Relevant Statutory Undertakers - detailed in Appendix N-3
- Table 3: Section 43 Consultees (for the purposes of Section 42(1)(b)) - detailed in Appendix M-3
- Table 4: Non Prescribed Bodies - detailed in Appendix N-3

6.13.3 Within each table the list of consultees detailed in the Regulation 11(1)(a) Consultation List has been provided in the order that they appear on the list. This is followed by further consultees that the Applicant consulted in addition to the prescribed consultees.

Section 42 Requirement

The applicant must consult the following about the proposed DCO application:

- such persons as may be prescribed (S42(1)(a));
- the Marine Management Organisation if certain marine areas may be affected (S42(1)(aa));
- each local authority that is within Section 43 (S42(1)(b));
- the Greater London Authority if the land is in Greater London (not relevant in this case);
- each person who is within one or more of the categories set out in Section 44 (S42(1)(d)).

What the Applicant Did

The Applicant produced a package of Consultation Documents, which consisted of:

- Consultation Brochure;
- Preliminary Environmental Information Report (PEIR);

- Non-Technical Summary of the PEIR;
- Non-Technical Note on Transport Modelling;
- Design Process Summary;
- Questions and Answers;
- Scheme Visualisations.

The local authorities (S42(1)(b)) were sent copies of the Consultation Documents, in electronic form on a memory stick, via Royal Mail recorded delivery on 7 September 2018. A copy of the Section 42(1)(b) Local Authority Consultation Letter and the list of addresses it was issued to are contained in Appendices M-1 and M-3 respectively.

The prescribed consultees (S42(1)(b)) and the Marine Management Organisation (S42(1)(aa)) were sent copies of the Consultation Documents, in electronic form on a memory stick, via Royal Mail recorded delivery on 7 September 2018. A copy of the Section 42(1)(a) and (aa) Prescribed Consultee and Marine Management Organisation Consultation Letter and the list of addresses it was issued to are contained in Appendices N-1 and N-3 respectively.

The persons who fell within Section 42(1)(d) (those with an interest in land or who the Applicant thinks might be able to make a relevant claim) in close vicinity of the Proposed Scheme, were sent copies of the Consultation Documents, in electronic form on a memory stick. These were hand delivered by the Applicant during the week commencing 10 September 2018, and a record as been kept of those addresses that received hand delivered documents.

The remaining interested parties were sent letters with copies of the Consultation Documents, in electronic form on a memory stick, via Royal Mail standard delivery during the week commencing 10 September 2018. This amounted to 3,850 delivery addresses.

A copy of the Section 42(1)(d) Those with an Interest in Land Consultation Letter is contained in Appendix O-1.

Extended consultation letters were issued to the Section 42 consultees in order to advise of the missing PEIR figures and resulting extension of the consultation deadline of 9 December 2018. Further details of this is contained in Chapter 7 of this report.

Section 45 Requirement

The applicant must, when consulting a person under Section 42 of the Planning Act 2008, notify the person of the deadline for the receipt by the applicant of the person's response to the consultation. The deadline for receipt of responses must not be earlier than the end of the period of 28 days that begins with the day after the day on which the person receives the consultation documents.

What the Applicant Did
<p>The Applicant originally intended that the consultation period under Section 42 of the Planning Act 2008 would coincide with the consultation under Section 47 and Section 48. However, delays to the production of the memory sticks containing the Consultation Documents, and therefore later than anticipated posting or delivery of the letters with the memory sticks, meant that this aspiration could not be achieved.</p>
<p>The Section 42 consultations commenced on 7 September 2018 with the deadline for receipt of responses set as 21 October 2018. This was detailed in the covering letter sent to all consultees and was more than 28 days after the day of receipt of the Consultation Documents contained on memory sticks.</p>
Section 46 Requirement
<p>The applicant must supply the Secretary of State with such information in relation to the proposed application as the applicant would supply to comply with Section 42 of the Planning Act 2008. This must be done on or before commencing the consultation under Section 42.</p>
What the Applicant Did
<p>The Applicant's letter dated 5 September 2018 (Section 42 and 46 Letter Issued to the Planning Inspectorate in Appendix I-1), notified PINS (on behalf of the Secretary of State) of its intention to submit a DCO for the scheme and included copies of the Consultation Documents. The letter was sent prior to the commencement of the Section 42 consultation and the Applicant confirms that the documents issued with this letter were the same as those issued to the Section 42 consultees.</p>

Table 6-9: Consultation requirements of Section 42, 45 and 46 of the Planning Act 2008

6.14 On-Going Diligent Inquiry

- 6.14.1 As required by the Planning Act 2008, the Applicant is required to identify individuals in one or more of the categories set out in Section 44 and Section 57 of the Planning Act 2008 for the purposes of consultation and notification under Sections 42 and 56 of the Planning Act 2008.
- 6.14.2 Appendix S of this report details methodology that the Applicant has undertaken to identify those land interests.

6.15 Section 42 – Site Notices

- 6.15.1 Where the Applicant's diligent inquiries could not identify the interests in specific land plots then site notices advising of the Section 42 consultations

were erected. The plans in Appendix P-3 of this report shows the locations and dates of the site notices that were erected. It is accompanied by a schedule identifying the dates they were erected. The site notices were checked weekly.

6.15.2 Appendices P-1 and P-2 include examples of the Section 42(1)(d) Site Notices that were erected.

6.16 On-going Negotiations with Statutory Undertakers

6.16.1 Responses from statutory undertakers consulted as part of the pre-application consultations are contained in Section 9.13 of this report. In addition to statutory pre-application consultation the Applicant is undertaking on-going negotiations with affected statutory undertakers with the aim of ensuring that there is no significant detrimental impact on their interests as a result of the Scheme.

6.16.2 As part of these negotiations, and where it is considered necessary by the relevant parties, adequate protection for the statutory undertakers' interests will be included within the protective provisions of the draft DCO and/or in separate asset protection agreements between the Applicant and statutory undertakers.

6.16.3 The latest position regarding the negotiations with each relevant statutory undertaker is summarised in Table 6-10 below.

Statutory Undertaker	Latest Position	Protective Provisions included in draft DCO
Great Yarmouth Port Authority	Draft Protective Provisions produced. Under negotiation.	Draft Protective Provisions contained in Schedule 14 of the DCO.
Environment Agency	Draft Protective Provisions produced as a result of preliminary discussions. Final versions yet to be agreed.	Draft Protective Provisions contained in Schedule 14 of the DCO.
Essex and Suffolk Water Company	Draft Protective Provisions to cover water undertakers produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.

Cadent Gas Limited	Draft Protective Provisions to cover gas undertakers produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.
UK Power Networks	Draft Protective Provisions to cover electricity undertakers produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.
BT Openreach	Draft Protective Provisions to cover Operators of Electronic Communications Code Networks produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.
Virgin Media	Draft Protective Provisions to cover Operators of Electronic Communications Code Networks produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.
Cable and Wireless c/o WS Atkins	Draft Protective Provisions to cover Operators of Electronic Communications Code Networks produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.
Anglian Water	Draft Protective Provisions produced as a result of discussions. Final version agreed.	Draft Protective Provisions contained in Schedule 14 of the DCO.
Eastern Power Networks Plc	Draft Protective Provisions to cover electricity undertakers produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.
Internal Drainage Board	Draft Protective Provisions to cover Internal Drainage Board produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.

Vodafone	Draft Protective Provisions to cover Operators of Electronic Communications Code Networks produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.
Government Pipelines	Draft Protective Provisions to cover gas undertakers produced but still to be agreed with undertaker.	Draft Protective Provisions contained in Schedule 14 of the DCO.

Table 6-10: Latest position regarding negotiations with statutory undertakers

6.16.4 The Applicant expects to achieve a satisfactory position with the clear majority of the statutory undertakers prior to the close of the examination period.

7 Extended Consultation

7.1 Introduction

7.1.1 During the pre-application consultation period it was brought to the attention of the Applicant that Volume II of the PEIR omitted 21 figures. These figures were:

- Figure 8.3: Bat Survey Area;
- Figure 8.4: Water Vole Survey Area;
- Figure 8.5: Bird Survey Area;
- Figure 8.6: Statutory Designated Sites;
- Figures 9.1 and 9.1a: Designated Heritage Assets;
- Figure 9.2: Non-Designated Heritage Assets;
- Figures 9.3a to 9.3f: Heritage Assets (Designated and Non-Designated) at Proposed VMS Locations;
- Figure 9.3g: Heritage Assets (Designated) at Proposed Large Vessel Waiting Facility;
- Figure 10.1: Proposed Viewpoint Locations;
- Figure 10.2: Proposed Viewpoint Locations;
- Figure 10.3: Proposed Study Area;
- Figure 11.1: Water Environment Key Features;
- Figure 12.1: Flood Risk Study Area;
- Figure 12.2: EA Flood Map for Planning;
- Figure 17.1: Transport Assessment Study Area.

7.1.2 Copies of the above figures are contained in Appendix G-14 of this report.

7.1.3 As a result of these omissions the Applicant undertook remedial actions. The objective of these actions was to ensure, so far as practicable, that recipients of its consultation and publicity would in practice have the same opportunities to reflect on and respond to the consultation documents as they would have had if the error had not occurred.

7.1.4 This chapter describes the remedial actions undertaken by the Applicant.

7.2 Section 47 and 48 Mitigation

7.2.1 The deadline for responses to the Section 47 and Section 48 consultations was originally stated as being 23:59hrs on 5 October 2018. In light of the missing PEIR figures this deadline was extended to 23:59hrs on 9 December 2018.

7.2.2 The missing PEIR figures were added to the Consultation Documents that were available to view on the Applicant's project webpage and at the document deposit locations detailed in Section 6.5.2 of this report. The

- documents remained available to view until the new response deadline of 9 December 2018.
- 7.2.3** The extended consultation deadline, and the reasons for this extension, were advertised by:
- New press releases to local newspapers;
 - Updates to social media (Facebook and Twitter);
 - New posters erected on site in the vicinity of the Proposed Scheme;
 - An article in Great Yarmouth Borough Council's new magazine;
 - Updates to Applicant's project webpage.
- 7.2.4** Examples of the advertising methods used are contained in Appendix G-13 of this report.
- 7.2.5** Correspondence explaining the response deadline extension was also sent to the Norfolk County Councillors, Great Yarmouth Borough Councillors, MPs and MEPs, parish councils and key stakeholder organisations that were originally sent details of the consultation.
- 7.2.6** On 26 October 2018 an additional Section 48 Notice advising of the extension to the consultation deadline and where the missing PEIR figures could be viewed, was published in:
- Eastern Daily Press;
 - Great Yarmouth Mercury;
 - The Times;
 - The London Gazette.
- 7.2.7** Copies of the Extended Consultation Section 48 Notices, as published, are contained in Appendix J-2 of this report and Copies of Newspaper Notices (document reference 1.4).
- 7.2.8** On 22 October 2018 the Extended Consultation Section 48 Notice was issued to the local authorities and prescribed consultees that were sent the original notice in accordance with Regulation 13 of the EIA Regulations. A copy of this Extended Consultation Section 48 and Regulation 13 Letter and a list of consultees that it was sent to are contained Appendix L-2 and L-3 of this report.

7.3 Section 42 Mitigation

- 7.3.1** The deadline for response to the Section 42 consultations was originally stated as being 23:59hrs on 21 October 2018. In light of the missing PEIR figures this deadline was extended to 23:59hrs on 9 December 2018.
- 7.3.2** On 22 October 2018 additional Section 42 letters, together with paper copies of the missing PEIR figures, were sent the local authorities and prescribed consultees originally consulted under Section 42 of the Planning Act 2008. Copies of the extended consultation letters sent to the local authorities (S42(1)(b)) and prescribed consultees (S42(1)(a) and (aa)) are

-
- contained in Appendices M-2 and N-2 respectively. The list of addresses that these letters were sent to are contained in Appendices M-3 and N-3.
- 7.3.3** Similarly, extended Section 42 letters, together with paper copies of the missing PEIR figures, were sent to those persons with an interest in land. A copy of the Extended Consultation Section 42(1)(d) Those with an Interest in Land Consultation Letter is contained in Appendix O-2.
- 7.3.4** Where the Applicant's diligent enquiries (see Section 6.14) had produced new information that identified the need to re-issue the original Section 42 consultation letter to new/alternative contact addresses, these persons were also advised, and sent paper copies of the missing PEIR figures, by letter to the new/alternative contact address. A copy of Combined Original and Extended Consultations Section 42(1)(d) Those with an Interest in Land Consultation Letter, which also enclosed the original consultation documents on a memory stick, is contained in Appendix O-3 of this report.
- 7.3.5** The original Section 42(1)(d) Site Notices were updated to advise of the extended consultation deadline. Appendix P-2 includes an example of the Extended Consultation Section 42(1)(d) Site Notice that was erected and Appendix P-3 of this report shows the locations and dates it was erected.

8 Summary of Consultation Responses

8.1 Introduction

- 8.1.1 This chapter provides a summary of the responses to the Section 42, Section 47 and Section 48 consultations. The details of the matters raised as a result of these consultations are described in Sections 9.4 to 9.17 of this report.
- 8.1.2 Consultation under Section 47 was undertaken in accordance with the SoCC except as set out in Section 6.7 of this report. The Section 48 Notices were published on 17 August 2018 and 24 August 2018, with the deadline for both these consultations being 23:59hrs on 5 October 2018. The deadline for responses to the Section 42 consultations was 23:59hrs on 21 October 2018.
- 8.1.3 The deadline for responses for all consultations was subsequently extended to 23:59hrs on 9 December 2018 to allow consultees time to consider the 21 figures missing from the PEIR.

8.2 Response Reporting Methodology

- 8.2.1 Responses to the consultations could be made by:
- Completing an on-line questionnaire;
 - Completing a paper questionnaire that accompanied the Consultation Brochure and either handing it in to the Consultation Events or posting it to Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, GY3RC, Ground floor - south wing, County Hall, Martineau Lane, Norwich NR1 2DH;
 - Emailing gy3rc-st3consultation@norfolk.gov.uk;
 - Writing to Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, GY3RC, Ground floor - south wing, County Hall, Martineau Lane, Norwich NR1 2DH.
- 8.2.2 With both the Section 47 and 48 consultations being undertaken at the same time it has not been possible to distinguish between responses from the two different consultations. Since the Applicant has given equal consideration to all of the responses, the Applicant does not consider it is necessary to distinguish between those persons responding to the Section 47 consultation and those persons responding to the Section 48 consultation.
- 8.2.3 Section 42 consultation responses have been identified using the following methods:
- The responder's name;

- If the responder identified themselves as an owner of land within the land referencing limits;
- If the given postcode of a responder was located within the land referencing limits.

8.2.4 Where a consultation response could not be confirmed as a Section 42 response then the Applicant has recorded this as a Section 47 response.

8.3 Breakdown of Consultation Responses

8.3.1 Using the above methodology, the following Table 8-1 provides a breakdown of the consultation responses according to the type of consultee.

Type of Responder	Number of Responses	%age of total responses
Section 47 and 48	233	63.3%
Section 42(1)(b) Local Authorities	6	1.6%
Section 42(1)(a) Prescribed Consultees	25	6.8%
Section 42(1)(aa) Prescribed Consultees Marine Management Organisation	1	0.3%
Section 42(1)(d) Those with an Interest in Land	103	28.0%
Total	368	100.0%

Table 8-1: Breakdown of consultation responses by type of consultee

8.3.2 The Section 47 and 48 responses consisted of the following:

Response Method	Number of Responses	%age
Questionnaire	173	74.2%
Email	45	19.3%
Letter	11	4.7%
Telephone	4	1.7%
Total	233	99.9%

Table 8-2: Breakdown of Section 47 and 48 responses by method of response

8.3.3 The Section 42 responses consisted of the following:

Response Method	Number of Responses	%age
Questionnaire	77	57.0%
Email	36	26.7%
Letter	19	14.1%
Telephone	3	2.2%
Total	135	100.0%

Table 8-3: Breakdown of Section 42 responses by method of responses

8.3.4 Figures 8-1 and 8-2 below paragraph 8.3.5 detail the locations of Section 47 and 48 responses within the Great Yarmouth Borough Council boundary and beyond the Great Yarmouth Borough Council boundary respectively.

8.3.5 Section 47 and 48 responses were received from a number of stakeholder organisations including:

- Broad Sea Consortium;
- Cruising Association;
- East Norfolk Sixth Form College;
- First Eastern;
- Gardline Marine Services;
- Goodchild Marine Services Ltd;
- Great Yarmouth Cycle Forum;
- Great Yarmouth Port Users Association;
- Green Light Trust;
- National Trust;
- New Anglia Local Enterprise Partnership;
- Suffolk Chamber of Commerce in Lowestoft & Waveney;
- Sustrans.

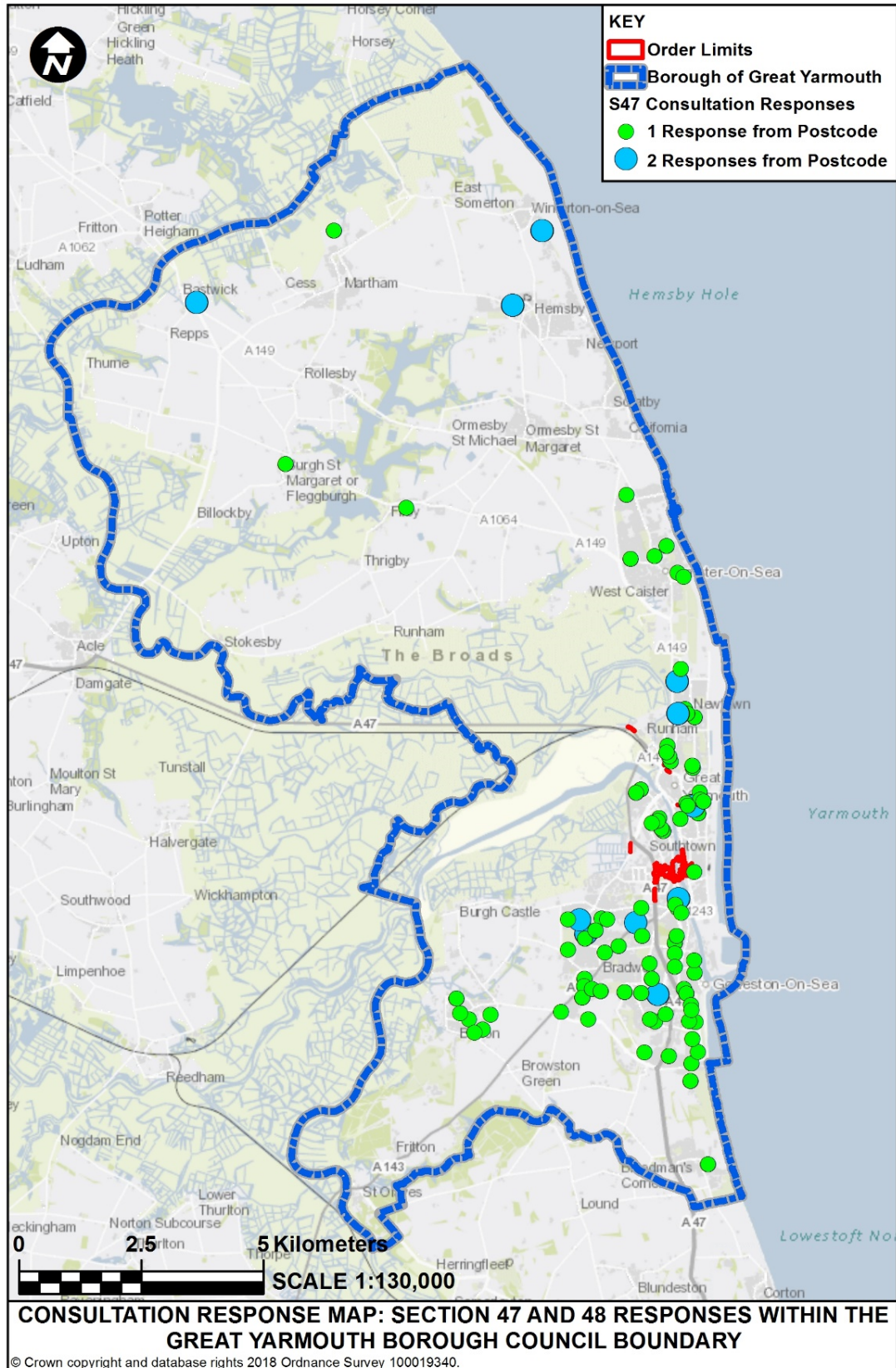


Figure 8-1: Locations of Section 47 and 48 responses within the Great Yarmouth Borough Council boundary

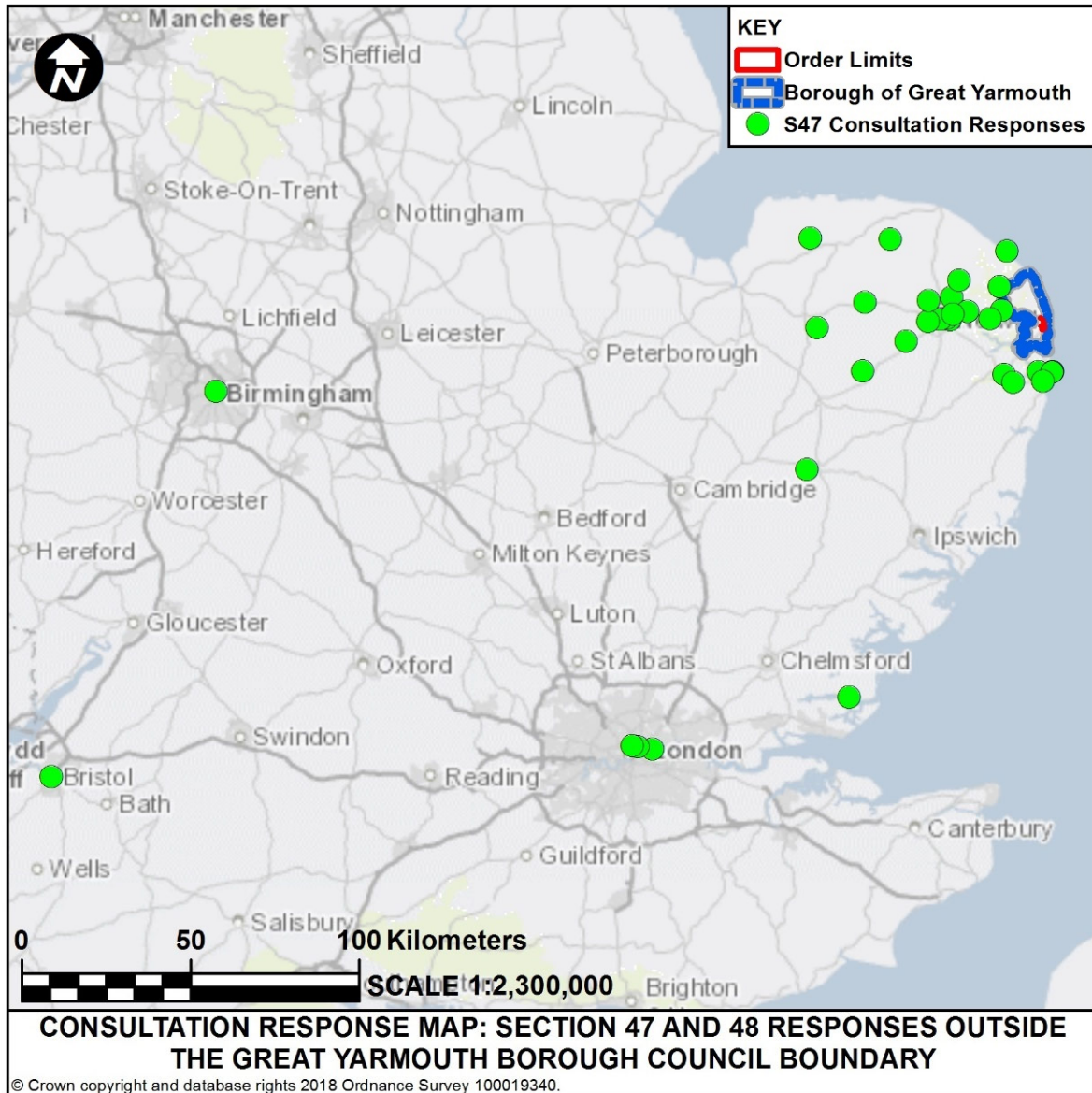


Figure 8-2: Locations of Section 47 and 48 responses beyond the Great Yarmouth Borough Council boundary

8.3.6 The table below details the responses received from the Section 42(1)(a) and (aa) and Section 42(1)(b) consultees.

Section 42(1)(b) Local Authorities	Consultee	Response Received?
Category “B” authority	Great Yarmouth Borough Council	YES
Category “A” authority	Broadland District Council	NO
	North Norfolk District Council	YES

	South Norfolk Council	NO
	Waveney District Council	NO
	Broads Authority	YES
Category "C" authority	Norfolk County Council	YES
Category "D" authority	Suffolk County Council	NO
	Cambridgeshire County Council	NO
	Lincolnshire County Council	YES
Section 42(1)(a) Prescribed Consultees	Consultee	Response Received?
The Health and Safety Executive	The Health and Safety Executive	YES
The Relevant National Health Service Commissioning Board	National Health Service England	NO
	National Health Service Commissioning Board	YES
	Gt Yarmouth and Waveney Clinical Commissioning Group	NO
Natural England	Natural England	YES
The Historic Buildings and Monuments Commission for England	Historic England	YES
The relevant fire and rescue authority	Norfolk Fire and Rescue Service	YES
The relevant police authority	Chief Constable for Norfolk Constabulary	YES
	Norfolk Police and Crime Commissioner	NO
The relevant parish council	Great Yarmouth Borough Council (in the absence of a parish council where the Proposed Scheme is situated)	YES
Environment Agency	Environment Agency	YES
The Equality and Human Rights Commission	The Equality and Human Rights Commission	YES

The Homes and Communities Agency	Homes England	NO
The Joint Nature Conservation Committee	The Joint Nature Conservation Committee	YES
The Maritime and Coastguard Agency	The Maritime and Coastguard Agency	YES
Marine Management Organisation	Marine Management Organisation	YES
The Civil Aviation Authority	The Civil Aviation Authority	NO
Secretary of State for Transport	Secretary of State for Transport	NO
The relevant Highways Authority	Norfolk County Council	NO
Relevant Strategic Highways Company	Highways England	YES
The Passengers Council	Transport Focus	NO
The Disabled Persons Transport Advisory Committee	The Disabled Persons Transport Advisory Committee	NO
The Office of Rail Regulation and Approved Operators	Office of Rail and Road	NO
The Gas and Electricity Markets Authority	OFGEM	NO
The Water Services Regulation Authority	OFWAT	NO
The Relevant Internal Drainage Board	Waveney and Lower Yare Internal Drainage Board	NO
	Broads Internal Drainage Board	NO
Canal and River Trust	Canal and River Trust	YES
Trinity House	Trinity House	NO
Public Health England	Public Health England	YES
Relevant Statutory Undertakers	Anglian Water	YES
	Essex and Suffolk Water Company	NO

	Plant Protection Cadent	NO
	UK Power Networks	YES
	British Telecom	NO
	Virgin Media	YES
	Cable and Wireless c/o WS Atkins	YES
	Network Rail Infrastructure Ltd	NO
	Network Rail High Speed Limited	NO
	Highways England Historical Rail Estate	NO
	Network Rail	YES
	Rail Safety and Standards Board	NO
	Greater Anglia	NO
	DB Cargo International Limited	NO
	DB Cargo Services Limited	NO
	DB Cargo (UK) Holdings Limited	NO
	DB Cargo Information Services Limited	NO
	D B Cargo (UK) Limited	NO
	D B Cargo (UK) Limited	NO
	Direct Rail Services	NO
	Freightliner Group	NO
	GB Rail Freight	NO
	Colas Rail	NO
	Russell Logistics	NO
	Malcolm Group	NO
	Devon and Cornwall Railways	NO
	Mendip Rail	NO
	Rail Delivery Group Ltd	YES

	Department for Transport	NO
	Association of Inland Navigation Authorities	NO
	Association of British Ports	NO
	Great Yarmouth Port Authority	YES
	Trinity House	YES
	The Civil Aviation Authority	NO
	NATS En-Route (NERL) Safeguarding	YES
	Royal Mail Group	YES
	Anglian Water	YES
	Essex and Suffolk Water	NO
	Cadent Gas Limited	YES
	Northern Gas Networks Ltd	NO
	Scotland Gas Networks Plc	NO
	Southern Gas Networks Plc	NO
	Wales and West Utilities Ltd	NO
	Energetics Gas Limited	NO
	Energy Assets Pipelines Limited	NO
	ES Pipelines Ltd	NO
	ESP Pipelines Ltd	NO
	ESP Connections Ltd	NO
	ESP Networks Ltd	NO
	Fulcrum Pipelines Limited	NO
	GTC Pipelines Limited	NO
	Harlaxton Gas Networks Limited	YES

	Independent Pipelines Limited	NO
	Indigo Pipelines Limited	NO
	Murphy Gas Networks Ltd	NO
	Quadrant Pipelines Limited	NO
	National Grid Gas Plc	NO
	British Gas Pipelines Limited	NO
	LNG Portable Pipeline Services Limited	NO
	SSE Enterprise Utilities	NO
	The Gas Transportation Company Limited	NO
	Energetics Electricity Limited	NO
	Energetics Electricity Limited	NO
	Energy Assets Network Limited	NO
	Energy Assets Power Networks	NO
	ESP Electricity Limited	NO
	Fulcrum Electricity Assets Limited	NO
	G2 Energy IDNO Limited	NO
	Harlaxton Energy Networks Limited	YES
	Leep Electricity Networks Limited	NO
	Murphy Power Distribution Limited	NO
	The Electricity Network Company Limited	NO
	UK Power Distribution Limited	NO

	Utility Assets Limited	NO
	Vattenfall Networks Limited	NO
	Utility Distribution Networks Limited	NO
	Eastern Power Networks Plc	NO
	UK Power Networks Limited	NO
	National Grid Electricity Transmission Plc	NO
	National Grid Interconnectors	NO
	Independent Power Networks Limited	NO
	Utility Grid Installations Limited	NO
	BRB Residuary Limited	NO
The Crown Estate	The Crown Estate	NO
The Forestry Commission	The Forestry Commission	NO
The Secretary of State for Defence	Ministry of Defence	YES
Office of Nuclear Regulation	Office of Nuclear Regulation	NO
The Relevant National Health Service Commissioning Board	National Health Service Commissioning Board	NO
	Gt Yarmouth and Waveney Clinical Commissioning Group	NO
	NHS England	NO
	NHS England	NO
	Norfolk Primary Care Trust	NO
Special Health Authority (Health and Social Care Information Centre)	NHS Digital	NO
The Relevant Special Health Authority	Health Education England	NO

	Health Research Authority	NO
	National Institute for Health and Clinical Excellence	NO
	National Institute for Health and Care Excellence	NO
	National Patient Safety Agency	NO
	NHS Blood and Transplant	NO
	NHS Business Services Authority	NO
	NHS England	NO
	NHS Resolution	NO
	NHS Trust Development Authority	NO
	NHS Improvement	NO
The Relevant NHS Trust	Norfolk and Norwich University Hospitals NHS Foundation Trust	NO
	Norfolk and Suffolk NHS Foundation Trust	NO
	Norfolk Community Health and Care NHS Trust	NO
	East of England Ambulance Trust	NO
	Norfolk and Norwich University Hospitals NHS Foundation Trust	NO
	Norfolk and Suffolk NHS Foundation Trust	NO
The Relevant Local Authorities within the Zone of Visual Influence (ZVI)	Norfolk County Council	NO
	Great Yarmouth Borough Council	NO

The Relevant Search and Rescue (SAR) Authorities	Royal National Lifeboat Institution	NO
Prescribed Consultee S42(1)(aa)	Consultee	Response Received?
Marine Management Organisation	Marine Management Organisation	YES

Table 8-4: Responses received from the Section 42(1)(a) and Section 42(1)(b) consultees

8.3.7 The locations of responses from Section 42(1)(d) consultees are shown on the plan below.

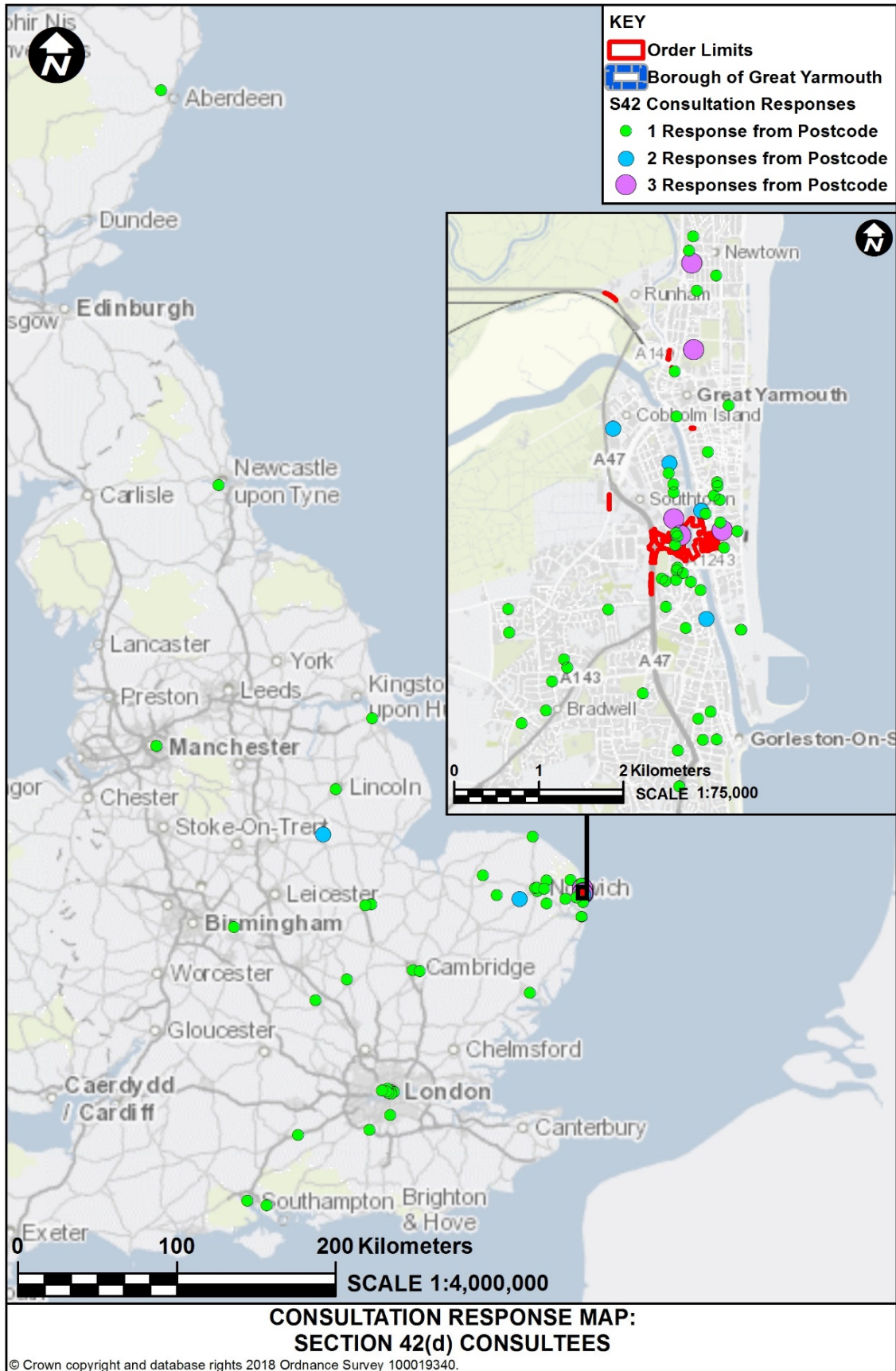


Figure 8-3: Locations of Section 42(1)(d) responses

9 Summary of Matters Arising (and the regard given to them by the Applicant)

9.1 Introduction

9.1.1 This chapter explains the matters raised from the consultations undertaken under Sections 42, 47 and 48 of the Planning Act 2008.

9.1.2 For the purposes of this chapter responses have been divided into the following categories:

- Section 42(1)(b) consultees – Local Authorities;
- Section 42(1)(a) consultees – Prescribed Consultees (including the Section 42(1)(aa) consultee);
- Section 42(1)(d) consultees – Those with an interest in land.

9.1.3 In addition, the matters raised from the consultation have been divided into the following themes, which are dealt with in detail later in this chapter.

Theme Heading	Theme
Need	Comments regarding the need for the Proposed Scheme
Alternatives	Comments regarding alternatives to the Proposed Scheme
Bridge Form	Comments regarding the bridge form for the Proposed Scheme
Highway Design	Comments regarding the highway aspects of the Proposed Scheme
Public Realm	Comments regarding the public realm aspects of the Proposed Scheme
Non-Motorised Users (NMUs)	Comments regarding the Non-Motorised User aspects of the Proposed Scheme
Traffic	Comments regarding the traffic impacts of the Proposed Scheme
Marine	Comments regarding the marine impacts of the Proposed Scheme
Environment	Comments regarding the environmental impacts of the Proposed Scheme

Land	Comments regarding the land impacts of the Proposed Scheme
DCO/ Planning	Comments regarding the planning/DCO process including advice on guidance and legislative requirements that the Applicant should consider
Consultation	Comments on the quality of consultation
Questions	Questions relating to the Proposed Scheme
Other	Other comments

Table 9-1: Matters raised by themes

9.1.4 Table 9-2 below details the number of comments broken down by theme.

Theme	Number of Comments S47/48	Number of Comments S42(1)(b)	Number of Comments S42(1)(a) and (aa)*	Number of Comments S42(1)(d)	Total
Need	328	4	2	105	439
Alternatives	26	0	0	7	33
Bridge Form	223	0	4	93	320
Highway Design	182	0	10	81	273
Public Realm	75	0	2	45	122
Non Motorised Users	145	3	3	52	203
Traffic	240	0	8	96	344
Marine	141	3	1	50	195
Environment	128	0	7	83	218
Land	61	0	11	52	124
DCO/ Planning	3	33	83	0	119
Consultation	34	4	1	19	58
Questions	64	1	6	53	124
Other	59	3	16	22	100

* This category includes the Marine Management Organisation ((S42(1)(aa))

Table 9-2: Numbers of comments broken down by theme

9.2 Summary of Questionnaire Responses

9.2.1 The Consultation Questionnaire asked a series of open and closed questions, which are detailed in Table 9-3 below:

No.	Question	Open/Closed
1	The consultation brochure (page 2) sets out why we think the Third River Crossing is needed. Do you agree this scheme is needed?	Closed
	Please tell us why you said this by writing in the box below.	Open
2	The consultation brochure (pages 6 and 7) shows our proposals for the raising section of the bridge over the river. Do you agree with the proposals for this?	Closed
	Please tell us why you said this by writing in the box below.	Open
2a	The consultation brochure (page 7) shows information on raising mechanisms for the bridge. If you have any views on the raising mechanism please write them in the box below:	Open
3	The consultation brochure (page 8) shows our proposals for the western side of the bridge. If you have any comments on these proposals please write them in the box below:	Open
4	The consultation brochure (page 9) shows our proposals for the eastern side of the bridge. If you have any comments on these proposals please write them in the box below:	Open
5	The consultation brochure (page 10) shows our proposals to improve public spaces in the area of the scheme. If you have any comments on these proposals please write them in the box below:	Open
6	The consultation brochure (page 11) shows our proposals for walking and cycling routes. If you have any comments on these proposals please write them in the box below:	Open

7	The consultation brochure (page 14) shows our proposals for electronic signs to manage traffic during the raising of the bridge. If you have any comments on these proposals, please write them in the box below.	Open
8	One of the objectives of the Third River Crossing is to reduce traffic congestion in Great Yarmouth and improve journey times to/from the South Denes peninsula. The consultation brochure (page 15) details the results of work undertaken to date to produce traffic modelling forecasts. Do you agree the Proposed Scheme will achieve this objective?	Closed
	Please tell us why you said this by writing in the box below.	Open
9	One of the objectives of the Third River Crossing is to minimise the impact on marine and port operations. Do you agree the Proposed Scheme will achieve this objective?	Closed
	Please tell us why you said this by writing in the box below.	Open
10	The consultation brochure (page 16) and supporting materials explain the environmental impacts being assessed as part of the scheme during construction and during operation. If you have any comments on these possible impacts, please write them below:	Open
11	If you have any other comments about the Third River Crossing proposals, please write them below:	Open

Table 9-3: Consultation Questionnaire 'Open' and 'Closed' questions

9.2.2 For the closed questions (Questions 1, 2, 8 and 9) the consultees were provided with the options Strongly agree, Agree, Neither agree or disagree, Disagree or Strongly disagree. Analysis showed that only Section 47 and Section 42(1)(d) consultees completed these questions. The results of these questions are detailed in Table 9-4 below:

Question 1: The consultation brochure (page 2) sets out why we think the Third River Crossing is needed. Do you agree this scheme is needed?						
Response	Number of S47	%age	Number of S42(1)(d)	% age	Number Of Total	% age
Strongly agree	71	42.0%	47	63.5%	118	48.6%
Agree	33	19.5%	14	18.9%	47	19.3%%
Neither agree or disagree	18	10.7%	5	6.8%	23	9.5%
Disagree	15	8.9%	6	8.1%	21	8.6%
Strongly disagree	32	18.9%	2	2.7%	34	14.0%
Total	169	100.0%	74	100.0%	243	100.0%
Question 2: The consultation brochure (pages 6 and 7) shows our proposals for the raising section of the bridge over the river. Do you agree with the proposals for this?						
Response	Number of S47	%age	Number of S42(1)(d)	% age	Number Of Total	% age
Strongly agree	43	26.2%	31	42.5%	74	31.2%
Agree	55	33.5%	20	27.4%	75	31.6%
Neither agree or disagree	23	14.0%	12	16.4%	35	14.8%
Disagree	14	8.5%	7	9.6%	21	8.9%
Strongly disagree	29	17.8%	3	4.1%	32	13.5%
Total	164	100.0%	73	100.0%	237	100.0%
Question 8: One of the objectives of the Third River Crossing is to reduce traffic congestion in Great Yarmouth and improve journey times to/from the South Denes peninsula. The consultation brochure (page 15) details the results of work undertaken to date to produce traffic modelling forecasts. Do you agree the Proposed Scheme will achieve this objective?						
Response	Number of S47	%age	Number of S42(1)(d)	% age	Number Of Total	% age
Strongly agree	42	25.1%	28	39.4%	70	29.4%
Agree	44	26.3%	20	28.2%	64	26.9%

Neither agree or disagree	27	16.2%	13	18.3%	40	16.8%
Disagree	14	8.4%	4	5.6%	18	7.6%
Strongly disagree	40	24.0%	6	8.5%	46	19.3%
Total	167	100.0%	71	100.0%	238	100.0%
Question 9 One of the objectives of the Third River Crossing is to minimise the impact on marine and port operations. Do you agree the Proposed Scheme will achieve this objective?						
Response	Number of S47	%age	Number of S42(1)(d)	% age	Number Of Total	% age
Strongly agree	24	14.9%	16	22.9%	40	17.3%
Agree	39	24.2%	26	37.1%	65	28.1%
Neither agree or disagree	54	33.5%	18	25.7%	72	31.2%
Disagree	14	8.7%	6	8.6%	20	8.7%
Strongly disagree	30	18.6%	4	5.7%	34	14.7%
Total	161	99.9%	70	100.0%	231	100.0%

Table 9-4: Results of the 'Closed' questions

9.2.3 The key results from the closed questions of the Consultation Questionnaire were as follows:

- Of those responders that completed Question 1, 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;
- Of those responders that completed Question 2, 63% either strongly agreed or agreed with the proposals for the raising section of the bridge. This compared to 22% that either strongly disagreed or disagreed with the proposals for the raising section of the bridge;
- Of those responders that completed Question 8, 56% either strongly agreed or agreed that the Proposed Scheme would reduce traffic congestion and improve journey times. This compared to 27% that either strongly disagreed or disagreed that the Proposed Scheme would reduce traffic congestion and improve journey times;
- Of those responders that completed Question 9, 45% either strongly agreed or agreed the Proposed Scheme would minimise the impact on marine and port operations. This compared to 23% that either strongly

disagreed or disagreed that the Proposed Scheme would minimise the impact on marine and port operations.

- 9.2.4 The comments made to the open questions on the questionnaire, together with the written responses received, have been analysed to identify the key matters arising from the consultation. These are detailed below.
- 9.2.5 Written comments have been broken down into individual matters and assigned a specific code, which have been used to present the consultation results. An explanation of the coding system used is provided by Figure 9.1 below.

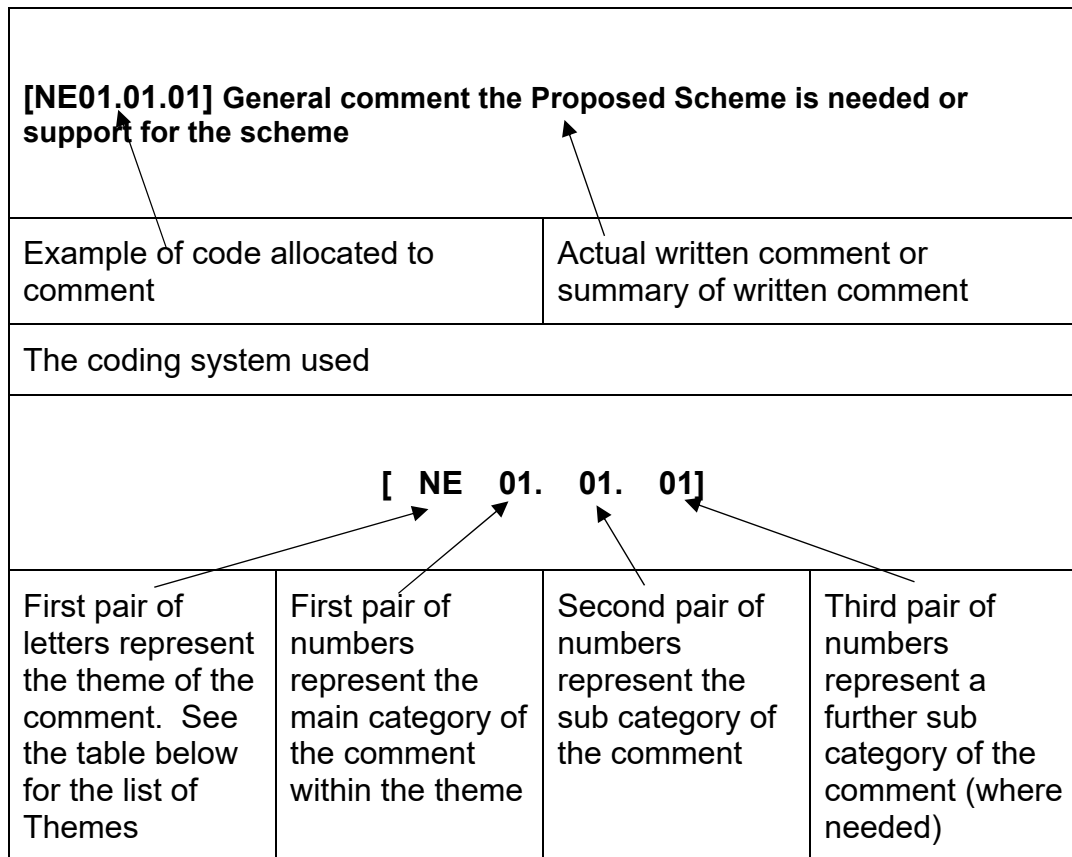


Figure 9-1: Explanation of coding system to analyse written comments

Theme Heading	Pair of Letters Used to Code the theme
Need	NE
Alternatives	AL
Bridge Form	BF
Highway Design	HD
Public Realm	PR
Non-Motorised Users (NMUs)	MN

Traffic	TM
Marine	MA
Environment	EN
Land	LN
DCO / Planning	DC
Consultation	CN
Questions	QU
Other	OT

Table 9-5: Coding letters representing comment themes

9.3 Summary of Responses from Local Authorities (S42(1)(b)) and Prescribed Consultees (S42(1)(a) and (aa))

- 9.3.1 Table 9-6 below details the responses from Local Authorities (S42(1)(b)) and Prescribed Consultees (S42(1)(a) and S42(1)(aa)). The responses and the regard given to them by the Applicant is also included in the tables contained in the Key Matters Arising sections (Sections 9.4 to 9.17) of this report which are dealt with by theme.
- 9.3.2 Section 49 of the Planning Act 2008 requires an applicant to have regard to any relevant responses received as a result of the Section 42, Section 47 and Section 48 consultations. Section 37 of the Planning Act 2008 requires an application for a DCO to be accompanied by a consultation report which, *inter alia*, gives details of the account taken of any relevant responses. The tables within Sections 9.4 to 9.17 therefore include a comment identifying whether the Applicant has proposed a change to the Proposed Scheme as a result of the regard given to the comments made. Where no change is proposed, this has been identified by the comment “No Change”. It should be noted that this comment only means that no change to the Proposed Scheme has been made. It does not mean that the Applicant has not or is not adopting other methods of addressing the issues raised by the consultation response.

Great Yarmouth Borough Council

[NE01.05]

Great Yarmouth Borough Council strongly supports the compelling business case for investment in the Third River Crossing. Great Yarmouth is England’s offshore energy capital, working internationally to capture billions of pounds of investment for the UK in offshore energy activity, such as the largest windfarms in the world and gas platform decommissioning. Great Yarmouth is also the third largest seaside resort

in the UK, with tourism contributing over £599 million annually to the local economy.

[NE01.08]

This vital infrastructure will bring significant benefits to the economy by better connecting the strategic road network to the deep-water outer harbour, river port and energy-related Enterprise Zone. Investment in this infrastructure will ease congestion for residents and businesses alike, create jobs and unlock further business, regeneration and economic growth opportunities.

[NE01.11]

The Borough Council welcomes the positive economic and social benefits likely to arise as part of the proposal, particularly new opportunities that may emanate from linking communities within South Denes and Southtown Road. The Borough Council regard this as an unprecedented opportunity to explore further community engagement programmes, linked to the new bridge crossing that could support further learning and skills based training e.g. civil engineering, provided through a network of local learning providers. The Borough Council is keen to work alongside Norfolk County Council to identify these opportunities.

[CN05.04]

It is recognised that there will be land requirements and disturbances to local businesses throughout the project and beyond its implementation, therefore the Borough Council wish to maintain an open and active dialogue with Norfolk County Council throughout the planning and development stages of the proposed bridge to minimise this impact where possible.

[CN05.04]

It is recognised that further consultations and assessment, as identified through the Preliminary Environmental Information Report, are due to take place regarding drainage of surface water. Therefore, the Borough Council are keen to continue engagement with Norfolk County Council, Broads Internal Drainage Board and the Environment Agency to resolve these issues prior to submission for a Development Consent Order.

[CN05.04]

As a cornerstone of our Corporate Plan and the Great Yarmouth Local Plan Core Strategy, the Third River Crossing, as set out in the proposals under Section 42 of the Planning Act 2008, is supported by the Council. As such, the Borough Council wishes to continue its pro-active engagement with Norfolk County Council.

North Norfolk District Council

[OT01.02]

I write to inform you that North Norfolk District Council has no comments to make in respect of this consultation.

Broads Authority

[NE01.01] and [MA04.02.06]

The Broads Authority confirms it's in principle support for the scheme subject to the provision of adequate layby moorings in the form of fixed pontoons to be provided upstream and downstream of the proposed new bridge; and that the following matters should be taken into account and addressed in the development of the final scheme:

- [MA09.09.04] Pontoon mooring to be provided upstream of Breydon Bridge to provide facility for yachts coming from River Waveney and Yare to lower mast before passing through Yarmouth bridges;
- [MA09.09.03] Arrangements for the bridge raising should be identified in the scheme, with provision made for the raising of all Yarmouth bridges to be coordinate to enable vessels to pass through them sequentially without having to moor.
- [DC01.04.01] A Townscape and Visual Assessment (TVIA) should be provided and should include viewpoints from within the Broads Area (to be agreed with Broads Authority) and, where impacts are identified, should include suitable mitigation to reduce or avoid significant impact.

[MN07.11.01]

Provision for off-carriageway routes for pedestrians and cyclists should be incorporated into the scheme, including the improvement of links to the town centre and to the south to reinforce the historic and functional connections with the wider hinterland.

Norfolk County Council

Minerals and Waste Planning Policy

[DC01.13.01]

The site covered by the Proposed Scheme is partially underlain by a Mineral Safeguarding Area (sand and gravel) safeguarded as part of the adopted Norfolk Minerals and Waste Core Strategy and Development Management Policies (DPD). The eastern bank of the River Yare is underlain by safeguarded mineral resources; the western bank is not, as deposits here are primarily clay, sand, silt and peat. There are also a number of safeguarded waste management facilities whose consultation areas intersect the site boundary for the Third River Crossing (TRC). The Norfolk Minerals and Waste Core Strategy policy CS16 'Safeguarding' is applicable to both mineral and waste safeguarding.

[DC01.13.02]

The contents of the Preliminary Environmental Information Report (PEIR), regarding ground conditions, are noted. There is a recognition within the PEIR that there is a risk that the 'made ground' within the Proposed Scheme may contain contaminants and that these may need to be disposed of as part of the scheme. The PEIR indicates that ground investigations are ongoing and that the results will influence the final

design. Chapter 15 of the PEIR (Materials), identifies the need to reduce waste arisings from the scheme. It also identifies that the reuse of material recovered as part of the clearance and site preparation could play a role in reducing the quantities of material that need to leave site. Table 15.4 (of the PEIR) sets out the potential for the reuse of waste for each element of the scheme; quantities will be set out in the Environmental Impact Assessment. This is welcomed by the Mineral and Waste Planning Authority,

[DC01.13.03]

There is the expectation that the scheme will contain a programme to reuse or recycle site arisings where possible, and that engineering plans for the scheme will identify recovery and reuse opportunities. These and other potential mitigation measures are set out in Table 15.5 (of the PEIR). It is noted that the scheme will contain a Materials Management Plan (MMP); the MMP together with a Site Waste Management Plan could identify the opportunities and quantities of onsite materials which could be recovered and reused, including mineral resources.

[DC01.13.04]

The Mineral Planning Authority has published standing advice on mineral safeguarding, which can be found on the Norfolk County Council website at www.norfolk.gov.uk/nmwdf on the 'Adopted Policy Documents' page. The Mineral Planning Authority would welcome discussion, if there are any queries regarding the preparation of the MMP regarding onsite mineral resources.

Lead Local Flood Authority

[DC01.13.05]

We have reviewed the PEIR documents and wish to make the following comments. These are in addition and should be read in conjunction with our previous response made 30 April 2018 (Ref: FWS/18/6/6394).

[DC01.13.06]

Due to the complex investigations and potential solutions for local flood risk and drainage, we advise that much of the detailed investigations and design of the scheme be undertaken prior to applying formally for the Development Management Order (DCO). These investigations e.g. CCTV and estimate of the current standard of protection of the existing scheme may take time and influence the potential solutions for the scheme which may be difficult to implement at an advanced stage of the detailed design of the other infrastructure. We would expect to see supporting calculations for the design, which would be cascaded where relevant.

[DC01.13.07]

We as the Lead Local Flood Authority (LLFA), would have an overview of the scheme to ensure consistence of approach on local flood risk (e.g. surface water flooding, groundwater flooding) and drainage scheme compliance with current national standards (e.g. SuDS) even though consent of works or adoption of structures would be agreed with other

Risk Management Authorities (e.g. Internal Drainage Board (IDB) or Anglian Water). Drainage and maintenance of watercourses is particularly important in the west of the proposed development area, as it lies within an IDB District. These sections of watercourse are not designated as 'main drains' where the IDB could provide active or regular maintenance. Maintenance in these areas is the responsibility of multiple riparian owners with variable levels of involvement in the upkeep of the watercourse. If discussions are taking place with the IDB, we would suggest that the watercourses are designated 'main drains' under the IDB bylaws, this would include the sections of watercourse that the proposal relies and upstream sections through Southtown Common up to Burgh Road. This would assist with future flood risk management objectives and regular maintenance of watercourses of the area.

[DC01.13.08]

We recognise that much of the risk of flooding is from river and coastal sources which will be reviewed strategically by the Environment Agency, along with Water Framework Directive requirements, however, would request that local flood risk, SuDS and the LLFA role is acknowledged in any subsequent documents.

[DC01.13.09]

We would also request that the LLFA guidance (Statutory Consultee for Planning V3 April 2017), regarding water quality treatment, runoff rates and volume control and the CIRIA SuDS Manual (C753 - 2015) regarding best practice design are also recognised and consulted for this project.

[DC01.13.10]

It is particularly important that linear features created do not create flood risk e.g. by cutting of surface water flow paths and creating ponding against infrastructure.

[DC01.13.11]

The NSIP National Policy Statement for National Networks (Dec 2014) with regard to Flood Risk (Section 5.90 to 5.115) will need to be considered. These policies are aligned with the new National Planning Policy Framework (NPPF) when considering all sources of flooding (section 5.92, 5.93, 5.97, 5.102 to 5.104) and technical standards for SuDS (section 5.100, 5.110 to 5.115).

[DC01.13.12]

Due to the history of flooding in the area from surface water, ordinary watercourses and designation of a local critical drainage catchment we would expect that options for improvement to local flood risk and existing runoff rates can be made. The LLFA would expect to be consulted on these options.

[DC01.13.13]

We strongly suggest that under-drained SuDS such as tree pits / rain gardens should be considered as these have multiple benefits such as water quality treatment (Water Framework Directive objectives) and landscape value. Permeable surfaces / paving could also be considered

for low impact areas such as cycle paths or footpaths as long as service corridors could also be provided.

With regard to the PEIR Technical Documents (Volume I: Written statement, Volume II: Figures and Volume III: Technical Appendix) we have the following specific observations:

- [DC01.13.14] Much of the text of the documents focus on the water quality impacts, Water Framework Directive objectives and groundwater. Although the document indicates that further work is to be done on local flood risk and drainage strategy, which may address the issues we raised in our previous letter, we would expect enough detail to be presented for review within any further submissions. We refer to our previous response on for example how replacing culverts would not alter the flood risk elsewhere or risks are managed during construction of the road.
- [DC01.13.15] Section 2.3.29 (of the PEIR) - Whilst the report indicates drainage will be considered for the 1% AEP storm plus climate change we remind the applicant that both allowances of 20% and 40% should be considered. The drainage may need to review the critical storm duration as well as the 6hr 1% Annual Exceedance Probability storm to robustly design the scheme.
- [DC01.13.16] Section 2.3.30 (of the PEIR) - We welcome that SuDS such as swales and storage features will be used, utilising landscaped areas such as verges. As above, the Lead Local Flood Authority (LLFA) guidance, SuDS Manual, NSIP Policy, and SuDS technical standards should be considered as well as the DMRB and Sewers for Adoption. We would recommend that cognisance is made to the emerging Sewers for Adoption V8 which includes SuDS components.
- [DC01.13.17] Section 2.3.31 to 2.3.44 (of the PEIR) - We welcome that alternative drainage strategies are being considered if agreement of adoption proposals is not agreed with the preferred body. We would highlight that water treatment should still be considered prior to connecting to a sewer, this would contribute to the long term sustainability of the sewer network.
- [DC01.13.18] Section 11.5.1 (of the PEIR) - We suggest that many of the Water Framework Directive requirements will be met for road drainage runoff if SuDS are employed however it is stated that they will be provided where possible. The LLFA reiterate that petrol oil interceptors are only considered to be pre-treatment in SuDS and should not be used in isolation.

[DC01.13.19]

We remind the applicant that Flood Estimation Handbook (FEH) catchment characteristics using the up to date online version be used on all drainage calculations (The LLFA will be updating its guidance document (Section 18.11) to reflect this in the near future).

Ecology

[DC01.13.20]

The PEIR provides details of the assessment of ecological impacts arising from the Proposed Scheme. Whilst recognising that some surveys have not been completed at this stage, and so the results cannot be included in the PEIR, the report provides sufficient confidence that the appropriate designated sites, important habitats, and protected species are being considered, and that the appropriate methodology and industry best practice will be followed in survey design, assessment and mitigation.

[DC01.13.21]

The Chartered Institute for Ecological and Environmental Management Guidance on EIA has very recently been updated in Summer 2018 (almost certainly after the PEIR was produced), and obviously this becomes the relevant guidance moving forward.

[DC01.13.22]

We are pleased to note that comments made at scoping stage have been incorporated into the PEIR (Section 8.3.5 of the PEIR). We also acknowledge the intention to cover some matters within the Habitat Regulation Assessment and not duplicate this in the Environmental Statement, an approach we believe is pragmatic and sensible (Section 8.5.5 of the PEIR). We agree with where it is assessed that no further protected species surveys are necessary (badgers, otters, amphibians, and reptiles), and that at this current stage of the assessment, there is insufficient information available to assess the effects upon bats, breeding birds, fish and water vole.

[DC01.13.23]

We understand that mitigation measures will be included in the draft Code of Construction Practice that will accompany the Environmental Statement and will be delivered through the full CEMP.

Landscape

[DC01.13.24]

We have had early discussions with WSP regarding the Townscape and Visual Impacts, therefore we are satisfied that the 3km search area should be sufficient in order to consider impacts and establish a baseline Zone of Theoretical Visibility initially, which can then be adapted as necessary. The guidelines used for the methodology, namely the GLVIA3, are suitable and have been discussed at an earlier stage and the 3 scenarios chosen for the Zone of Theoretical Visibility analysis is considered acceptable.

[DC01.13.25]

We are happy with the chosen viewpoints, which again have formed part of earlier discussions. We would not anticipate that further viewpoints are needed, but if required this should be identified at the same time as any changes in study area. The guidance that the photo montages will be produced in accordance with is considered suitable and most up to date

and I support the inclusion of the two sensitive viewpoints which will have verifiable photomontages.

[DC013.26]

We agree with the initial thoughts that proposed mitigation will likely be through the design of the scheme and acknowledge that the bridge structure will be a prominent new feature that will have unavoidable impacts on views. Whilst landscaping is unlikely to have a notifiable impact on the majority of views, it could be effective in filtering views and creating softening of the public realm and therefore should still be considered as part of the mitigation.

[DC01.13.27]

We recognise that there are still assessments to be undertaken as part of the Environmental Statement, but the methodology and initial conclusions provide sufficient confidence that these will be undertaken appropriately, and we understand that continued liaison will happen with NCC regarding viewpoints and photomontages.

Walking / Cycling

[DC01.13.28]

As well as the stated project aims of helping reduce congestion, improve local access and improve access to the Gt Yarmouth peninsula for pedestrians, cyclists and buses, the Great Yarmouth Third River Crossing also offers the opportunity to help meet wider walking and cycling objectives set out in the DfT's Walking and Cycling Investment Strategy and the County Council's Walking and Cycling Strategy. These objectives set out a number of aims to increase the proportion of walking and cycling trips including the aspiration to make walking and cycling the natural choices for shorter journeys. The County Council's strategy includes the specific aims for Great Yarmouth that levels of cycling will double by 2025 and that the mode share of cycling and walking will increase to 10% of all journeys by 2025 and to 25% by 2050.

[DC01.13.29]

The proposed crossing offers an excellent opportunity to help overcome a number of the barriers that have prevented a higher modal split for pedestrians and cyclists in the area by offering a second bridge with dedicated facilities to travel between Gorleston and the Southern Peninsula. The location of the proposed bridge also means that large sections of Bradwell and Gorleston will be within a 20 minute cycling distance of the town centre and outer harbour meaning a large proportion of the key trip generators in the area are within walking and cycling distance.

[DC01.13.30]

Therefore, while the current proposals include links for walking and cycling, it is felt that current layout does not fully capitalise on this potential. In order for this to be the case it is suggested that the walking and cycling facilities should fully align with the DfT's active travel design principles of providing coherent, direct, safe and attractive facilities.

We would therefore have the following suggestions:

1) [MN07.07.02] Investigate providing a cycling facility on both sides of the bridge. The current layout means that cyclists would have to cross up to 3 controlled crossing on approaching the bridge from the south and providing a facility on both sides would help provide a coherent and direct route and maximise the opportunity to improve access to the Gt Yarmouth peninsula for pedestrians and cyclists and travel between the key trip generators of the Outer Harbour and the town centre.

2) [MN07.08.04] Ensure the facilities at the east and west ends of the bridge fully cater for the needs of pedestrians and cyclists to enable them to link to the wider network. From the plans included in the consultation documents it is difficult to see the details of proposals, but it these links should be provided so that pedestrians and cyclists can easily navigate onto and off the bridge on the wider network.

Highways

[DC01.13.31]

The local highway authority considers that the approach taken to date in terms of the impact on the local highway network and the proposed methodology for the future assessment is acceptable. No comments were received from the County Council Local Member for the area.

[DC01.13.32]

I appreciate at this stage of the NSIP process the PEIR is a working document and may be subject to change as the environmental impact of the proposed development progresses. Whilst it is my understanding you are not required to provide a PEIR at the formal application stage, the comments and feedback received on the PEIR will inform the Environmental Statement that will be submitted to the Planning Inspectorate as part of the DCO application.

Lincolnshire County Council

[OT01.02]

As you will appreciate, the scheme is some distance from Lincolnshire (in excess of 70 miles) and consequently has no noticeable impact of this county. Hence, we would not wish to make any comment since this is more appropriately left to those local residents, businesses and organisations that are more directly affected by the scheme.

The Health and Safety Executive

Will the proposed development fall within any of the Health and Safety Executive (HSE) consultation distances?

According to HSE's records there are two major accident hazard installations in the vicinity of this nationally significant infrastructure project:

- 1) [EN07.01.01] Transco Great Yarmouth Gas Holders;
- 2) [EN07.01.02] ASCO Fuels and lubricants.

HSE's Land Use Planning advice would be dependent on the location of the bridge and the other area where public may be present and so it is possible that HSE may advise this proposal.

Hazardous Substance Consent

[DC01.05.01]

The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances alone or when aggregated for which HSC is required, and the associated Controlled Quantities, are set out in the Planning (Hazardous Substances) Regulations 2015. Hazardous Substances Consent would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in Schedule 1 of these Regulations. Further information on HSC should be sought from the relevant Hazardous Substances Authority.

Explosive Sites

[EN12.01.01]

No comment from an explosives perspective.

National Health Service Commissioning Board

[OT01.02]

We are the membership organisation for Clinical Commissioning Groups, rather than a CCG ourselves. We are therefore unable to assist or advise on this matter as it would be for your local CCG rather than NHSCC.

Natural England

Designated Sites and Landscapes

[DC01.06.07]

The site is within close proximity of:

- Breydon Water Special Protection Area;
- Breydon Water Ramsar;
- Great Yarmouth and North Denes Special Protection Area;
- Great Yarmouth and North Denes Site of Special Scientific Interest;
- Breydon Water Site of Special Scientific Interest;
- The Broads National Park.

In considering the European site interest, Natural England advises that you, as a competent authority under the provisions of the Habitats Regulations, should have regard for any potential impacts that a plan or project may have. The Conservation objectives for each European site explain how the site should be restored and/or maintained and may be helpful in assessing what, if any, potential impacts a plan or project may have.

Habitats Regulations Assessment

[DC01.06.01]

The consultation documents provided by your authority do not include information to demonstrate that the requirements of Regulations 63 and 64 of the Habitats Regulations have been considered by your authority, (i.e. the consultation does not include a Habitats Regulations Assessment). In advising your authority on the requirements relating to Habitats Regulations Assessment, it is Natural England's advice that the proposal is not necessary for the management of the European site. Your authority should therefore determine whether the proposal is likely to have a significant effect on any European site, proceeding to the appropriate assessment stage where significant effects cannot be ruled out.

Natural England advises that there is currently not enough information to determine whether the likelihood of significant effects can be ruled out. We recommend you obtain the following information to help undertake a Habitats Regulations Assessment:

- [DC01.06.04] Air quality. The recommended distance criteria for air quality assessment including dust during construction and diffuse air pollution caused by increased traffic during operation is 200m. On this basis we advise that the Outer Thames Estuary Special Protection Area is scoped into the air quality assessment and any significant impacts considered. Dust generated from construction should be measured against baseline levels to ascertain if there will be a significant increase.
- [DC01.06.05] Hydrology. The River Yare is hydraulically linked to Breydon Water and the proposed works have the potential to

change and/or influence water levels. We recommend that the predicted change to water levels at Breydon Water is assessed. We suggest modelling of the direct impact of raised water levels on saltmarsh, mudflat habitat, including the reduction in availability of these as foraging habitat for birds (i.e. inundated for how much longer?) and potential impact on the existing high tide roost (will it be flooded?). In addition, we advise consideration of potential impacts on brackish and freshwater grazing marsh habitats at adjoining protected sites (e.g. via potentially increased leakage through the walls).

- [DC01.06.06] Noise and visual disturbance. We suggest that the County Council consider noise, vibration and visual disturbance impacts during both construction and operation. Desk-based records and survey information should be obtained to identify if there is likely to be foraging breeding birds or overwintering birds which are features of the European sites within the vicinity of the works. Piling, machinery work or vehicle movement constitutes a discontinuous noise, Cutt's et al (2018) states "for auditory disturbance to qualify it must constitute a sudden noise event of over 60dB (at the bird, not at source) or a more prolonged noise of over 72dB". We suggest that the lower level of 60dB be used as a benchmark for disturbance impacts within a designated site. The Water Bird Disturbance Toolkit is a useful tool in determining the level of disturbance to water birds.

[EN07.01.03] and [EN07.02.03]

Water quality. We also recommend consideration of potential impacts to water quality caused by dust and/or runoff during the period of construction and operation.

People over wind

[DC01.06.02]

Although an official position from Natural England has yet to be released, the following advice has been formulated through conversations with our legal and policy team. Competent authorities undertaking Habitat Regulations Assessments should be aware of a recent ruling made by the Court of Justice of the European Union (the CJEU) on the interpretation of the Habitats Directive in the case of People Over Wind and Sweetman vs Coillte Teoranta (ref: C-323/17). The case relates to the treatment of mitigation measures at the screening stage of a Habitat Regulations Assessment when deciding whether an appropriate assessment of a plan/project is required. The Court's Ruling goes against established practice in the UK that mitigation measures can, to a certain degree, be taken into account at the screening stage. As a result, Natural England advises that any "embedded" mitigation relating to protected sites Page 3 of 3 under the Habitat Regulations 2017 Regulation 63(1) should no longer be considered at the screening stage but taken forward and considered at the appropriate assessment stage to inform a decision as whether no adverse effect on site integrity can be

ascertained. In light of the recent case law, any reliance on measures intended to avoid or reduce harmful effects at the likely significant stage is vulnerable to legal challenge. You may also want to seek your own legal advice on any implications of this recent ruling for your decisions.

Protected Species

[DC01.06.03]

Natural England has produced standing advice to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances. Should the applicant wish to discuss the further information required and scope for mitigation with Natural England, we would be happy to provide advice through our Discretionary Advice Service.

Historic England

Built Heritage

[DC01.11.01]

The PEIR identified the components of the built heritage that would be affected by the proposed development. In Chapter 9 (paragraph 9.4.4): four scheduled monuments, four grade I listed buildings, eight grade II* listed buildings, 102 grade II listed buildings, six conservation areas and 119 undesignated assets are listed as being within 1 kilometre of the bridge. Two highly designated assets that are likely to be affected by the proposed new bridge are Nelson's Monument and St Nicholas' Hospital. The crossing is proposed at the southern end of the river. It lies not far from Nelson's Monument and to the south of the conservation area. The Nelson Monument a prominent landmark, listed grade I. Dating from 1817-19 it reflects Nelson's achievements and associations with the town and was a precursor to the more famous monument in Trafalgar Square. The design reflects the predominance of the classical style in this period and its functional role as a seamark. Its location was deliberately exposed to enhance its value as the latter. The proposed bridge crosses the River Yare to the west of the Camperdown Conservation Area which includes the St Nicholas Hospital, listed grade II*. St Nicholas' Hospital was built as a naval hospital by William Pilkington under supervision of Edward Holl who was architect to the Navy Board. It was built to a quadrangle plan of single-depth wards with a west chapel. In 1818 it became a naval barracks and then subsequently converted to a general hospital. It was a purpose built hospital for the casualties from the North Sea squadron in the Napoleonic War and was still admired by hospital reformers in the 1860s for its well-lit and ventilated design. It is an impressive and original instance of hospital planning and military architecture. Both Nelson's Monument and St Nicholas' Hospital contribute to the understanding of Great Yarmouth's Naval history. The final design of the bridge has yet to be decided but it would need to raise to allow vessels along the river. Two designs have been proposed, one

with counter weights below the bridge deck and one with counter weights over the bridge deck. A bascule bridge with a clearance of 4.5 meters at high tide is therefore proposed. The operations tower would be approximately 20 meters tall and the bridge could be up to 40 meters tall when raised. The PIER Report identifies that there would be a potential visual impact on 12 listed buildings and four conservation areas from the proposed bridge. However, this impact would vary depending on the design of the new bridge and new road network. As a tall structure, the setting of Nelsons Monument extends over a wide area. The impact of the height of the bridge (in both a lowered and raised position) on the significance of the monument should be considered.

[DC01.11.02]

It would be helpful for the impact of both bridge design options to be assessed against the listed heritage assets that have been suggested as being potentially affected. The design should aim to avoid or minimise any harm in line with planning policy.

[DC01.11.03]

The construction of the proposed bridge would introduce new elements into the setting of a number of heritage assets and, as is identified in the PIER Report, the impact of the bridge structure, lighting, signage and traffic movements on the setting and significance of these heritage assets need to be fully assessed.

[DC01.11.04]

The lighting and control tower which would sit alongside the bridge have yet to be designed and the impact of these will also need to be fully assessed in due course.

[DC01.11.05]

The bridge is therefore likely to become a new focal point in views westwards from the existing crossing area. We acknowledge the area includes maritime and industrial elements and has a working character. In this respect a new bridge would potentially fit with the maritime character of the place and a well-designed structure could add design interest. However, the scale and size of the proposed bridge and associated work would give it a greater prominence. The visual impact of this needs to be fully assessed and it is not possible to do this until the photomontages have been produced illustrating the view of the bridge from around the surrounding heritage assets. We would suggest that a number of additional viewpoints are included from St Nicholas Hospital, from the southern end of the Seafront Conservation Area and views from both up and down the River Yare.

[DC01.11.06]

The PEIR notes that there is potential for views of the bridge from the Camperdown, Gorleston, King Street and Seafront conservation areas. In light of this potential impact these conservation areas would also need to be assessed.

[DC01.11.07]

This development could, potentially, have an impact upon a number of designated heritage assets and their settings in the area around the site. In line with the advice in the National Planning Policy Framework (NPPF), we would expect a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets. Detailed information about the setting of heritage assets can be found in the Planning Practice Advice Note 3 'The Setting of Heritage Assets'.

[TM01.01]

We recognise that the level of traffic which currently passes through a number of conservation areas has a negative impact on how it is experienced, and the bridge could provide reduction in through traffic which would have a positive effect.

Archaeology

[DC01.11.08]

The design of the development has not yet been finalised. As such the proposal may change or be adjusted later and this would need to take into account the impact on the historic environment. We are aware that the construction requirements of the proposed development include piling, levelling and the excavation of foundations. These aspects could have a significant impact on any buried archaeological remains present, including reclamation deposits and natural deposits of palaeoenvironmental interest such as peat.

[DC01.11.09]

Paragraph 9.4.10 (of the PEIR) mentions that the remains of boats dating to the Medieval period were found approximately 3m below the current ground level, indicating that there is potential for buried medieval deposits to survive within the area of the proposed development. It is important to note that geophysical survey techniques cannot readily identify buried wooden remains such as boats.

[DC01.11.10]

Paragraph 9.4.27 (of the PEIR) states that minerogenic alluvial deposits are of low palaeoenvironmental potential. Although this is largely true for organic remains, these deposits can preserve micro-remains such as foraminifera and ostracods that can help to place the changes in the landscape into context by providing information about past water temperatures, water quality and salinity. It would be useful to state if this information is of value for the deposits in question.

[DC01.11.11]

Paragraph 9.5.18 (of the PEIR) discusses the potential for palaeoenvironmental remains of interest to be impacted by the proposed development, and it was stated that the foundations for the bascule bridge would fully penetrate the Holocene and late Pleistocene deposits. It is stated that where necessary, archaeological recording of selected retained or new core samples will be undertaken following the desk-based assessment. This approach is sensible, allowing existing

information to be reviewed in the first instance in order to identify any gaps in the understanding, before new cores can then be collected and assessed.

[DC01.11.12]

It is noted in paragraph 9.6.3 (of the PEIR) that intrusive investigations will be challenging in and around the River Yare due to the waterlogged conditions and depths of deposits. We would suggest a programme of borehole collection/assessment and deposit modelling combined with the palaeoenvironmental mitigation would provide useful information to investigate the archaeological potential in this area.

[DC01.11.13]

We agree with the statements asserted in paragraphs 9.4.31 (of the PEIR) stating that where peat deposits are present they will be of high geoarchaeological potential and 9.4.52 (of the PEIR) states that there is reasonable potential to uncover previously unknown heritage assets within the study area, and if discovered these assets would be of up to high value.

Appendix 9C: Geoarchaeological Feasibility Study

[DC01.11.14]

This document does not mention that there will be the potential to collect new cores for archaeological assessments, which was stated in the main PEIR document in Section 9.5.18. The position of geotechnical cores will relate to the engineering requirements and not specifically archaeology. Additional cores may be required to fill in the gaps in the understanding to ensure that the impact of the proposed development is mitigated. A separate method statement will also be needed, presenting the techniques, approaches and materials that will be assessed if deposits of archaeological interest are encountered, both in terms of the palaeoenvironmental remains and dating techniques that can be applied.

Conclusion

[DC01.11.15]

We recognise that this is an important project and that efforts are being made to assess, understand and mitigate impacts upon the historic environment. However, as noted in the PIER report it is difficult to assess the full impact of the bridge until the final design has been decided upon. We consider that some additional viewpoints than the ones already identified would help understand the full impact of the new bridge on the historic environment. We recognise that further analysis is being undertaken and would expect the results of these to be fully considered prior to inclusion within the Environmental Statement as the information becomes available.

[DC01.11.16]

We would welcome the opportunity to provide further advice on the significance of designated and non designated heritage assets, and we would generally agree with the approaches that will be used to mitigate the impact of the development on the historic environment. We would

however wish reserve comment on any strategies until the analysis has been completed and revisions made to the PEIR and Environmental Statement.

Norfolk Constabulary

Access/Egress to the Bridge

[HD01.01]

I have read the consultation documents and am aware that a new road infrastructure would be developed on both sides of the bridge. I am satisfied that the new road proposals outlined would more than satisfy the access and egress to the new bridge.

Signage

[HD01.02.02]

I am satisfied that adequate signage will be in place to ensure the public will be directed onto the bridge where necessary and that account has been taken to erect electronic signage at strategic locations to ensure public awareness when the bridge is raised or when there are mechanical issues with the bridge.

Congestion

[TM01.02.03]

Having read all the documents, I believe the new bridge proposals will assist in relieving congestion in the town of Great Yarmouth itself, by taking vehicular and cycling traffic away from the main town and directly onto South Quay/Harfrey's Rd via the bridge which would help to reduce congestion and improve journey time reliability.

[TM01.02.01] and [TM01.02.02]

The traffic flow forecasts show a significant reduction in vehicular traffic in the general area but significantly on Breydon Bridge, Haven Bridge and Gapton Hall Road.

[TM01.02.03]

The new structure would greatly assist in helping to remove heavy traffic from some of the more unsuitable routes in and around the town centre which should improve the environment for local people and visitors alike.

Pedestrians/Cyclists

[MN01.01]

Providing pedestrian and cyclist access routes over the new structure would allow pedestrians and cyclists to access the Great Yarmouth peninsula a lot easier than at present. This is seen as a great benefit. Looking forward, we need to ensure that this type of provision is made for pedestrians and cyclists to assist in achieving a more environmentally friendly atmosphere. I am satisfied that the proposed pedestrian and cycle routes achieve this goal.

Pedestrian safety

[BF14.06]

I am acutely aware that persons with mental health issues favour bridges (particularly over water) to commit suicide. I would like to see some assurances that this issue has been taken into consideration in the construction and monitoring of the bridge which isn't apparent in the consultation documents. For example, the height and design of the side barriers to prevent persons climbing up and over them, CCTV & emergency telephone considerations and signs that indicate that help is available from voluntary agencies such as The Samaritans etc.

Weight Limit

[QU03.02.08]

I can see nowhere within the consultation document that outlines the max gross weight (mgw) that this proposed bridge construction can support. I would like to know the mgw of vehicles that can use the crossing particularly as we will be expecting abnormal indivisible loads to use the new crossing to avoid the town centre. The Haven Bridge mgw is currently set at 44,000kg, the Breydon Bridge 120,000kg and the Lowestoft Bascule Bridge at 88,000kg.

These limits are an indication only as the vehicle configuration will be assessed for each structure. If possible, I would like to see a mgw on the proposed 3rd crossing to be at least 150,000kg – 200,000kg as the new structure due to its length is very unlikely to be able to be spanned.

Lighting

[HD01.02.03]

I am satisfied that adequate lighting will be provided not only on the bridge but also on the approach to the bridge from both sides. I am also satisfied that the permanent traffic signs and the emergency/variable traffic signs will be suitably illuminated/reflective to current standards.

Traffic Lanes

[QU03.02.20]

I am presuming the traffic lanes across the 3rd crossing will be 3 metres wide. This would be the absolute minimum I would want to see considering abnormal load routes (2.9 - 5.5 metres wide).

I am satisfied that the two lane carriageway would be sufficient to carry enough traffic for everyday traffic flows.

Roadside Furniture

[PR08.04.06]

Consideration needs to be given to the height roadside furniture with abnormal loads in mind. If the roadside furniture is not too high (all safety considerations being taken into account) it may negate the need for roadside furniture removal on some loads.

This is because the abnormal load lower heights could be raised to ensure it passes over the roadside furniture negating the need for expensive removal of the roadside furniture.

Street furniture can create problems for a minority of abnormal loads, but standard height removal street furniture for consistency in route planning

would take into account all of these. If metal railings are to be planned considerations should be given to their positioning and fixing.

Street furniture on access roads to the proposed bridge will also need to be standard height and removable.

Bus stops/Taxi Ranks

[HD01.02.04]

I am assured that there are to be no bus stops or taxi ranks or other stopping places on the bridge itself which will assist in maintaining traffic flows.

Central Refuge

[HD09.06.04]

It is not clear from the plans/image projections whether or not a central refuge will be in place to separate the two oncoming traffic lanes. I would like to see a definitive raised concrete (or other road type refuge) installed for pedestrian/contractor refuge. This is not to encourage pedestrians to cross the bridge at non-crossing points, but for those that do, it would offer some form of safety area where they can get off the main carriageway.

Bridge Raising Mechanism & Design

[BF03.03]

I have no real objection to either raised or swing bridge. The fastest operating medium would be my preferred option.

Environment Agency

Flood Risk

[DC01.10.01]

The proposal is a Nationally Significant Infrastructure Project (NSIP), as such the National Policy Statement for National Networks should be referred to as well as the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). Our maps show that the site lies wholly within tidal Flood Zone 3 defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. An application such as this for a significant new bridge crossing can be classed as "essential infrastructure", specifically essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk. This is defined in Table 2: Flood Risk Vulnerability Classification of the Planning Practice Guidance. It should be noted that the final decision regarding the classification applied rests with the decision making body. To comply with national policy the application is required to pass the Sequential and Exception Tests and be supported by a site specific Flood Risk Assessment (FRA).

Risk Catchment Flood Management Plan (CFMP)

[DC01.10.02]

We note that point 12.4.4 (of the PEIR) makes reference to the Broadlands Rivers Catchment Flood Management Plan and states that

the plan aims to reduce flood risk within Great Yarmouth by continuing with improvement works to the existing defences. Please note that we are in the process of developing the business case for the Great Yarmouth tidal defences (Epoch 2) project which is seeking approval for capital works to the tidal defences on the Rivers Yare and Bure to manage the risk from tidal flooding. As a result of updated information in developing this business case we have an updated understanding of the flood risk to this area, which influences the aim of the CFMP. As such point 12.4.4 does not correctly represent our most up to date understanding of the improvement works to the existing defences within Great Yarmouth. We note that there are ongoing discussions with the applicant's representatives to consider how best to address this issue.

Compensatory storage

[DC01.10.03]

We are concerned that the PEIR suggests they will not look at other mitigation measures, as compensatory storage will not work as a flood mitigation measure. Instead it is proposed to manage small increases in water level through an emergency plan and identifying safe assess and egress from the site. There are other forms of mitigation measures that should be considered, as is appropriate to mitigate against any increase in water levels.

Mitigation and Vulnerability

[DC01.10.04]

We are concerned with the approach to mitigation outlined Table 12.1 and 12.2 (of the PIER). These tables set out how the Flood Risk Assessment will consider the impact of the proposed crossing upon flood risk elsewhere. Table 12.1 classifies the change in depth of flooding and applies a 'Magnitude of Impact' of no change, negligible, moderate and major. Table 12.2 applies these magnitudes in table 12.1 to the development vulnerability classifications within Table 2 of the Planning Practice Guidance to determine where mitigation would be required. The PIER reiterates the use of these tables where some increases in flood risk can be considered negligible and will not require any mitigation.

[DC01.10.05]

Any increase in flood risk to any vulnerability of development should be investigated to establish the likely consequence of this change upon the specific site/development. The Flood Risk Assessment must highlight any changes in flood risk even in areas that already flood so it can be determined on a case by case basis if mitigation is required. Section 12.6.1 (of the PEIR) also states that it is hoped that the need for flood mitigation can be designed out of the final design as a first preference. We support this approach. If mitigation is required, we are pleased to note that this will be done in consultation with the Environment Agency. We would welcome the opportunity to comment or review the Flood Risk Assessment and any modelling before submission.

Climate Change

[DC01.10.06]

Please be aware that the next set of climate change projections (UKCP18 replacing UKCP09) is due by the end of 2018. If this guidance is published before the Flood Risk Assessment is finalised you must take note of this updated guidance and discuss with the Environment Agency, as to whether you need to change the climate change scenarios to follow the new guidance.

[DC01.10.07]

Impact on Flood Defences Under the Environmental Permitting Regulations (EPR) for England and Wales (2016) could mean that an environmental permit for flood risk activities may be required for work in, under, over or within 8m of a fluvial main river or flood defence structure or culvert or within 16m of a tidal main river or flood defence structure or culvert. The proposed third crossing will cross the main river known as the River Yare. The Environmental Permitting Regulations take a risk based approach that enables us to focus regulatory effort towards activities with highest flood or environmental risk. Lower risk activities can be excluded or exempt and only higher risk activities will require a permit. The bridge crossing itself will require a bespoke permit. Any other facilitating works may fall under one or more of the following:

- An Exclusion;
- An Exemption
- A Standard Rules Permit
- A Bespoke Permit

Application forms and further information can be found at:

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

If you require further advice, please email FDCENS@environment-agency.gov.uk. However, it may be possible within the provisions of the Planning Act 2008 for an applicant to seek to disapply this requirement. In order for the Environment Agency to agree to disapplication we must receive sufficient information that we can be assured that the continuity and maintenance of defences will be safeguarded. We note that there have been some discussions with the Environment Agency on this issue and look forward to further discussions as designs are finalised.

Surface Water

[DC01.10.08]

There is a lack of information and data regarding flow rates with IDB drains receiving some of the road run off and therefore there is no modelled dilution. The PEIR does not identify further treatment remediation for road run off other than an oil separator. This does not adequately address all the risks because non-hydrocarbon materials such as anti-freeze and brake dust in suspension may pass straight through the separator and on to the River Yare via the IDB drain. Further consideration of additional treatment steps is necessary. These might include swales, soakaways and emergency containment of spills. It

should be noted that some areas of the proposed network discharge direct to the IDB drain rather than via an oil separator. Further information on the specifications of the oil separator will be required including capacity, size, likely flow rates and ongoing maintenance and emptying. It is also important to note that Infiltration SuDS or soakaways must not be constructed in contaminated ground due to the potential for mobilise contaminants.

[DC01.10.09]

Further information is required on potential Water Framework Directive, water quality or morphology impacts at runoff discharge points to IDB (including any new culverting), from IDB pump to the River Yare, and within the river channel at the crossing point. Careful consideration of the interconnectivity of the waterbodies is required as well as the sensitivity of each. Consideration of the potential water quality impacts and mitigation to waterbodies during construction is required. If the final design includes a back-up generator for raising the bridge, then consideration should be made to the generic potential risks. It should be noted that, unless disapplication is sought, discharge consents for treated effluent will required.

Sediment

[DC01.10.10]

Section 11.3.18 (of the PEIR) - It is our understanding that the modelling proposed for the scheme was to consist of a hydraulic model with expert judgement used for erosion thresholds. We do not consider this to be sufficient for a scheme of this size and importance. A full sediment model should be used to assess the impact of each design, Particle Size Analysis should feed into this model to correctly account for potential areas for scour and deposition. Section 11.3.29 (of the PEIR) - As this is a tidal water body the clearing the waters for all guidance should be used

[DC01.10.11]

Section 11.4 (of the PEIR) - There appears to be no bathymetry provided in any of the reports. Given the proposed structure is located within a meandering reach of the tidal Yare there is likely to be a thalweg which runs closer to one side more than the other. A bathymetric survey will be needed to identify the thalweg and any other morphology within the subtidal channel. Section 11.4.5 (of the PEIR) - Further information would be useful here, particularly the Tidal Prism (TP), because building the two piers into the tidal Yare will cause a loss of TP. Bed composition, bathymetry (either multibeam or single beam) would be useful to assess bed morphology and the location of the thalweg, Particle Size Analysis of bed sediments, and whether the system is ebb or flood dominant would be useful in predicting the impact that the works would have on hydromorphology and vice versa.

[DC01.10.12]

Section 11.4.7 (of the PEIR) - There are both intertidal mudflats and priority saltmarsh habitat within Breydon Water according to Natural

England's MAGIC map. Section 11.4.9 (of the PEIR) - Include data about the discharge of these systems into the Tidal Yare.

[DC01.10.13]

Section 11.4.10 (of the PEIR) - The cumulative impact of the proposed project along with all the bridges crossing the Yare with structures in channel should be made in the Environmental Statement particularly for the worst case design in terms of channel constriction and encroachment into the waterbody.

[DC01.10.14]

Section 11.4.13 (of the PEIR) - A graphic showing where these sediment samples were taken would be useful. These particle size data will need to be entered into any sediment transport modelling.

[DC01.10.15]

Section 11.6 (of the PEIR) - Ad hoc ecological improvements to any new structures within the channel to increase biodiversity would be favourable, the Estuary Edges guidance covers some options. We also wish to raise a comment with regards to climate change. In modelling scenarios or for further thought, with an expected rise in sea levels the energy of each tide may increase depending on sediment availability, changing patterns of scour and deposition as the estuary may become flood dominant in order to maintain equilibrium.

Groundwater

[DC01.10.16]

Section 11.3.12 (of the PEIR) - Soakaway assessment. Please note that the Environment Agency will require full details of any proposed treatment trains from discharge to soakaway in order to assess their impacts on groundwater receptors. Section 11.3.22 (of the PEIR) - If any of the potential changes to groundwater anticipated from the development are found to be significant via a qualitative assessment may be required. The Environmental Statement should include a detailed assessment of groundwater quality which is specific to each aquifer. Table 11.1 (of the PEIR) - Full details of piling design will be required to confirm whether or not the residual impact of the new subsurface structures will have any significant effect on groundwater flow and discharge.

Ecology

[DC01.10.17]

Section 8.4 (of PEIR) - Water Vole These surveys are not yet complete. Results will be used to inform the mitigation measures, which should be put in place well in advance of the start of works.

[DC01.10.18]

Section 8.4 (of PEIR) - 8.5 Predicted effects during construction. The effects of construction noise disturbance (through pile driving and other in channel work) should be considered.

[DC01.10.17]

Section 8.4 (of PEIR) - 8.6.7 Surveys for Water Vole -These should be completed during optimal survey season. Mitigation measures should be identified and informed by the survey results. These should include provision of suitable replacement habitat well in advance of the displacement of individuals (if presence confirmed). The replacement habitat should be well established with a suitable species mix, potentially up to a year before it is required.

The Equality and Human Rights Commission

[OT01.02]

We do not have the resources to respond to all, and it is not our practice to respond to consultations on major infrastructure projects.

The Joint Nature Conservation Committee

[OT01.02]

This development proposal is not located within the offshore area, does not have any potential offshore nature conservation issues and is not concerned with nature conservation at a UK-level. Therefore the Joint Nature Conservation Committee does not have any comments to make on the consultation.

The Maritime and Coastguard Agency

[OT01.02]

We note that the Navigation Risk Assessment is not yet available in order to consider the impact of the new structure over the River Yare on the safety navigation, and the reduction of the navigable channel. We understand this is currently being prepared and will be used to inform the Environmental Statement. Therefore, at this stage, the Maritime and Coastguard Agency has no further comments to make other than those contained in its original response to The Planning Inspectorate.

[DC01.07.01]

We note that the proposed scheme will provide a third crossing over the River Yare, and that the design of the bridge has yet to be developed. The River Yare is a navigable river and therefore the development would need to allow for vessels operating in the vicinity. We also note that the location falls within the jurisdiction of a harbour/port Authority.

[DC01.07.02]

It appears that the only aspect for the Maritime and Coastguard Agency to consider with regards to the safety of navigation will be as a result of any infrastructure required in or over the marine environment. A Marine Licence under the Marine and Coastal Access Act 2009 will likely be required, at which time the Maritime and Coastguard Agency will be invited to comment on the application from a navigation safety

perspective. The developers will need to ensure that there is sufficient air clearance to allow for the range in size of vessels expected to operate in that area. We would expect to see consideration given to any potential impact the construction works may have on navigation of both commercial and recreational vessels, and proposed risk mitigation measures. This will be undertaken in accordance with the port/harbour authority.

[DC01.07.03]

The Maritime and Coastguard Agency would like to point the developers in the direction of the Port Marine Safety Code (PMSC). They will need to liaise and consult with the port/harbour authority to develop a robust Safety Management System (SMS) for the project under this code. The sections that we feel cover navigational safety under the PMSC and its Guide to Good Practice are as follows.

- From the Guide to Good Practice, Section 7 - Conservancy, a Harbour Authority has a duty to conserve the harbour so that it is fit for use as a port, and a duty of reasonable care to see that the harbour is in a fit condition for a vessel to be able to use it safely. Section 7.7 - Regulating harbour works covers this in more detail and have copied the extract below from the Guide to Good Practice.

“7.7 Regulating harbour works-

7.7.1 Some harbour authorities have the powers to license works where they extend below the high watermark and are thus liable to have an effect on navigation. Such powers do not, however, usually extend to developments on the foreshore.

7.7.2 Some harbour authorities are statutory consultees for planning applications, as a function of owning the seabed, and thus being the adjacent landowner. Where this is not the case, harbour authorities should be alert to developments on shore that could adversely affect the safety of navigation.”

[DC01.07.04]

Where necessary, consideration should be given to requiring the planning applicants to conduct a risk assessment in order to establish that the safety of navigation is not about to be put at risk. Examples of where navigation could be so affected include:

- high constructions, which inhibit line of sight of microwave transmissions, or the performance of port radar, or interfere with the line of sight of aids to navigation;
- high constructions, which potentially affect wind patterns; and
- lighting of a shore development in such a manner that the night vision of mariners is impeded, or that navigation lights, either ashore and on board vessels are masked, or made less conspicuous. There is a British Standards Institution publication on Road Lighting, BS5489. Part 8 relates to a code of practice for

lighting which may affect the safe use of aerodromes, railways, harbours and navigable Inland waterways.
Highways England
<p>[DC01.12.01] Chapter 17 of the PEIR describes the preliminary assessment of the likely significant effects of the Proposed Scheme with respect to traffic and transport. This includes a consideration of the effects of the re-distributed traffic associated with the Proposed Scheme, identifying areas where there are expected changes in traffic on the existing highway network during the weekday AM and PM peak hours. The chapter also describes the methods used to assess the effects and the baseline conditions currently existing in the study area. It also identifies the studies and assessments that are yet to be undertaken which will be presented in the Environmental Statement. The chapter is supported by figures 17.1 and 17.2 and the Preliminary Transport Assessment (PTA) which is included in Appendix 17A (of the PEIR).</p>
<p>[DC01.12.02] It is noted that a Transport Assessment (TA) will be prepared to assess the impact of the Proposed Scheme on the capacity of the existing highway infrastructure and that this will be scoped with Norfolk County Council and key stakeholders. Highways England wishes to be included in the scoping of the TA.</p>
<p>[DC01.12.03] It is noted that the SATURN model is currently being updated and it will include schemes on the A47 Strategic Road Network identified in the current Road Investment Strategy (RIS) and that a Paramics Discovery Model updated in line with the SATURN model will be used to quantify the operational capacity of the Proposed Scheme on the junctions and links within the study area, which will include:</p> <ul style="list-style-type: none"> • A47 Vauxhall Roundabout; • A47 Breydon Bridge; • A47 Gapton Hall Roundabout and • A47 Harfrey's Roundabout.
<p>[DC01.12.04] Section 6 of the PTA (Appendix 17A of the PEIR) describes the methodology which will be used to assess the transport impacts of the scheme for the full TA. Highways England wishes to continue to be involved in agreeing the methodology. It is noted that results presented in the PTA is based on modelling work that is to be updated, though it is considered unlikely that the new modelling work will lead to significantly different conclusions.</p>
<p>[DC01.12.05] Section 7 of the PTA (Appendix 17A of the PEIR) describes the expected transport impacts of the scheme. It is noted that the full TA will present</p>

the results of a more detailed assessment of the impacts of the scheme itself, including the performance of links and junctions which are likely to experience significant changes in traffic demand as a result of traffic reassignment. This in turn will form the basis of any proposed mitigation.

[DC01.12.06]

It is noted from Table 19 (of the PEIR) that the 2023 forecast 2-way flow on the A47 at Breydon Bridge reduces by 8% with the scheme.

[DC01.12.07]

It is noted from Section 8.1.1 (of the PEIR) that mitigation of any adverse impacts will be covered in the full TA.

Canal and River Trust

[OT01.02]

The Trust has reviewed your proposals, and on the basis that they appear unlikely to have any impact on our waterways we have no comment to make at this time.

Public Health England

[EN05.01.08] and [EN04.01.04]

As well as residential properties, the PEIR identifies three educational premises and one medical premises within 100m of the works. If development consent is granted, we recommend that the promoter further develops and refines proposals to mitigate construction impacts (particularly those associated with dust and noise) in partnership with potentially affected receptors, particularly those downwind of the prevailing wind.

[EN04.02.09]

The PEIR indicates that air quality impacts of the large vessel waiting facility will be considered in an updated construction assessment. Vessels at berth alongside the bridge will release products of combustion in an urban area. Their emissions and associated short and long-term impacts, along with road traffic emissions (including those associated with idling road traffic during vessel movements), should be included in the operational-phase local air quality assessment. The promoter may wish to consider associated mitigation measures to prevent or reduce short-term air quality impacts associated with emissions from idling road or river traffic waiting to pass the bridge.

[MN01.01]

The PEIR focuses on compliance with air quality standards. There are benefits to public health in improving air quality beyond standards and limits. We recommend that the promoter considers the potential benefits to air quality and health associated with road and traffic management design and mitigation options and seeks to maximise benefits. This could include evaluation of potential population-level exposure reduction in the local urban area, as well as impacts and benefits associated with changes in emissions on a regional basis. We support the promoter's

intent to provide provision for pedestrians and cyclists and encourage and increase the use of the most active modes of transport (walking and cycling).

[DC01.08.01]

We recommend that the final Environmental Statement (ES) confirms that impacts associated with electromagnetic fields have been evaluated and will not be significant.

[DC01.08.02]

The PEIR states that the promoter has no plans to decommission the Proposed Scheme and does not consider further consideration of decommissioning appropriate. We recommend that provision for minimising any impacts to air, ground or water quality associated with future decommissioning are still accounted for as part of the scheme design.

[DC01.08.03]

The current submission does not include a specific section summarising the potential public health impacts. We understand that the promoter will wish to avoid unnecessary duplication and that many issues including air quality, emissions to water, waste, contaminated land etc. will be covered elsewhere in the Environmental Statement, but we believe that the summation of relevant issues into a specific section of the report provides a focus which ensures that public health is given adequate consideration and due weight in the planning process. Such a section should summarise key information, risk assessments, outline any proposed mitigation, and identify any residual impacts or uncertainties. Compliance with the requirements of National Policy Statements and relevant guidance and standards should also be highlighted.

Anglian Water

[LN06.02.01]

I understand that Anglian Water previously responded to a request confirming the land in our ownership for the above project earlier this year. Could you please confirm whether it is intended to acquire any land in Anglian Water's ownership on a permanent or temporary basis as part of this project.

Anglian Water's existing water recycling assets

[DC01.14.01]

There are existing Anglian Water foul and combined sewers located within the boundary of the site some of which cross the River Yare and which potentially could be affected by the above development. These assets are critical to enable us to carry out Anglian Water's duty as a statutory sewerage undertaker. We would expect any requests for alteration or removal of sewers to be conducted in accordance with the Water Industry Act 1991.

[DC01.14.02]

In addition a number of sewage pumping stations and outfalls appear to be located within the proposed site boundary. We would welcome further discussions in relation to the implication of the above project for the existing sewers and pumping stations (where relevant).

[DC01.14.03]

The design of the above scheme is to be refined further by Norfolk County Council. Therefore, the extent to which existing sewers and related infrastructure would be affected will need to be defined with the assistance of Anglian Water. Maps of Anglian Water's assets are available to view at the following address: <http://www.digdat.co.uk/>

Draft Development Consent Order

[DC01.14.04]

It is considered that protective provisions specifically for the benefit of Anglian Water should be included as part of the wording of the draft DCO. These protective provisions are in addition to that for utility companies as set out in the model provisions for DCO applications. Appendix 1 of this letter outlines the recommended wording for inclusion in the draft DCO.

Land in Anglian Water's ownership

[DC01.14.05]

There is land in Anglian Water's ownership within the proposed site boundary. The land in Anglian Water's ownership is critical to enable us to carry out Anglian Water's duty as a sewerage undertaker. The consultation brochure (page 13) states that the intention is to reach agreement with landowners within the application boundary in advance of the DCO application being made. In the event that there is a need to obtain possession of land in Anglian Water's ownership we would wish to have further discussions with Norfolk County Council in advance of the DCO being submitted to the Planning Inspectorate.

[DC01.14.06]

To assist with any further discussions, we would request further details of the specific work which is proposed on land in Anglian Water's ownership to be identified together with the length of time required where temporary possession is required.

Flood Risk

[DC01.14.07]

Reference is made to the preparation of a Flood Risk Assessment to be submitted with the DCO application. Anglian Water is responsible for managing the risks of flooding from surface water, foul water or combined water sewer systems. We understand that it is proposed to have a surface water connection to the public sewerage network as part of the proposed development. Where a connection is required to a combined sewer evidence would be required to demonstrate that there are no other feasible drainage options as outlined in Anglian Water's Surface Water Policy 1.

[DC01.14.08]

Consideration should be given to all potential sources of flooding including sewer flooding (where relevant) as part of the Environmental Statement and related Flood Risk Assessment to be prepared.

UK Power Networks

[LN06.06.01]

Eastern Power Networks plc objects to the making and confirmation of the Order unless at the cost of the acquiring authority there are first provided to it on no less favourable tenure suitable alternative sites and suitable alternative rights in, on, over or under land in substitution to those to be acquired and/or temporarily used under the above Order and in, on over or under which there are first installed and commissioned Electric Lines and Electrical Plant in substitution for those in the land to be acquired and/or temporarily used under the above Order, before that land is acquired and/or temporarily used so that my client can carry out its statutory functions and contractual obligations no less efficiently than previously.

Virgin Media Limited

[LN06.05.01]

As a plant enquiries team we will only be able to let you know where the present virgin media cables are. If you are looking for the same results please help us with the marked map of the location along with the post code and grid reference so that it will be helpful for us to send you the results very soon.

Atkins Global Limited

[LN06.04.01]

We refer to the below order and confirm that we have objections. We confirm that Vodafone has apparatus in the area and advises that we have a qualified objection to the order unless you, or your applicant, provides WS Atkins with written assurances, quoting our reference above, as to the safeguarding of Vodafone apparatus and the reimbursement of costs for any works necessary. As-built records showing our apparatus are enclosed. Where Vodafone's apparatus is to remain in the stopped-up area we shall also require an undertaking that the applicant will grant a wayleave agreement to Vodafone on terms and conditions acceptable to Vodafone and the reimbursement of our (WS Atkins') costs associated with the negotiation of the said wayleave.

Network Rail

[LN06.03.01]

Network Rail has been reviewing the information to date and at this stage it is not sufficiently detailed to fully assess potential impacts of the scheme on the railway and further information will be required to properly respond on the likely impacts of the proposed scheme.

Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for permanent or temporary purposes. In addition, Network Rail will wish to agree protection for the railway during the course of the construction works and otherwise to protect our undertaking and land interests. Network Rail reserve the right to produce additional and further grounds of concern when further details of the application and its effect on Network Rail's land are available. In addition, any rights for power or other lines under, over or alongside the railway line will require appropriate asset protection measures deemed necessary by Network Rail to protect the operational railway and stations. We have standard protective provisions which will need to be included in the DCO as a minimum.

In addition, other agreements will need to be entered into with Network Rail. A number of legal and commercial agreements will need to be entered into. For example asset protection agreements, , method statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not exhaustive and will need to be reviewed once more details of the scheme are discussed between the parties.

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out without adversely affecting the safety of, or encroaching upon, Network Rail's adjacent land. In addition, security of the railway boundary will require to be maintained at all times.

Rail Delivery Group

[OT01.02]

The Rail Delivery Group notes the proposal and welcomes the opportunity to respond. It has not sought the views of its member organisations as it understands that those which are relevant to the application have been separately consulted by the County Council. The Rail Delivery Group sees relevant members that the County Council should be consulting as being Network Rail, Greater Anglia and freight train operators. The Rail Freight Group has a list of the major freight train operating companies – this can be found here. Assuming consultation with relevant member organisations has been undertaken, the Rail Freight Group has no comments to make on this proposal.

Great Yarmouth Port Authority

[NE01.08]

As the trust for the Port of Great Yarmouth, Great Yarmouth Port Authority welcomes Norfolk County Councils proposal to construct a third river crossing in Great Yarmouth. The new bridge offers the potential of significantly improved road access to the Port, and to the Outer Harbour in particular.

[MA02.02.04]

A third river crossing cannot be achieved without bisecting the existing River Port. As a result of the new bridge, significant lengths of quayside on both sides of the River Port will become upriver of a physical barrier for the first time. In considering the technical and design aspects of the new bridge, therefore it is of paramount importance to Great Yarmouth Port Authority that issues of Navigation and Marine Safety are not compromised by the new bridge. Our Port Operator, Great Yarmouth Port Company, is carefully reviewing the technical and design aspects of Norfolk County Council's proposals, to ensure that the new bridge is not detrimental to the day-to-day operations of the Port. Great Yarmouth Port Company, owned by Peel Ports Limited, will be responding to Norfolk's County Councils consultation in due course. Great Yarmouth Port Authority will not be making separate representations on these technical and design issues, as the Port Company's representations will be made on our behalf as well as on behalf of the Company.

Trinity House

[OT01.02]

I have attached my scoping response to the Planning Inspectorate for your information and confirm that Trinity House has no further comments to make at this time. Once Norfolk County Council has submitted their DCO application, we will register as an interested party and participate further in the consultation process, in the interest of safety of marine navigation.

[DC01.09.01]

Trinity House would expect to see a marine navigation risk assessment, following consultation with Peel Ports Great Yarmouth, to form part of the Environmental Statement. Within this risk assessment we would expect to see proposed risk mitigation measures, including any aids to navigation deemed necessary, throughout the lifetime of this project. Trinity House would be happy to meet with the applicant later in the application process to give further advice concerning the aforementioned.

NATS En-Route (NERL) Safeguarding

[OT01.02]

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria.

Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Royal Mail Group

[NE01.02]

Royal Mail Royal Mail is aware that the Third River Crossing proposal is part of a wider package of measures being proposed by for the A47 by Highways England including modifications to Vauxhall Roundabout, Gapton Hall Roundabout and Fullers Hill Roundabout. There are some significant congestion issues in Great Yarmouth at present and the Third River Crossing and the wider proposed measures will, once complete, improve traffic flows and journey times. This will ultimately benefit Royal Mail's operations from Great Yarmouth Delivery Office, but Royal Mail is concerned about the potential for disruption to its operational vehicle traffic during the construction period.

[TM05.01]

Royal Mail's Delivery Office for Great Yarmouth is located at 6 North Quay NR30 1AA which is some 1.7 miles from the proposed Third River Crossing. This is a large and busy operational mail handling facility. Every day, in exercising its statutory duties Royal Mail vehicles use all of the main roads that may potentially be affected by additional traffic arising from the construction of the Third River Crossing. Royal Mail therefore wishes to ensure the protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may be adversely affected by the construction and operation of this proposed scheme.

[DC01.01.01]

Royal Mail's position on the scheme as at October 2018. In order to mitigate the above potential impacts, Royal Mail requests that:

- Norfolk County Council's forthcoming DCO application offers a requirement that Royal Mail is pre-consulted by the County Council or its contractors on any proposed road closures/diversions/alternative access arrangements, hours of working and the content of the final Construction Traffic Management Plan (CTMP);
- The forthcoming DCO application offers a requirement that the final CTMP includes provision for a mechanism to inform major road users about works affecting the local network.

Cadent Gas Limited

[OT01.02]

We do not object to the proposal in principle. Please see the attached gas map which shows the gas assets in the vicinity of the proposal, it may be necessary to have some of the gas assets diverted / rerouted to enable the works to commence.

[LN06.01.01]
 Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus, then development should only take place following a diversion of this apparatus.

[LN06.01.01]
 An assessment has been carried out with respect to Cadent Gas Limited, National Grid Electricity Transmission plc's and National Grid Gas Transmission plc's apparatus. Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified.

Harlaxton Gas Networks Limited

[OT01.02]
 Harlaxton Gas Networks Ltd, at this time has no assets in the area and will not be implementing any in the near future. Therefore Harlaxton has no comment to make on this project.

Harlaxton Energy Networks

[OT01.02]
 Harlaxton Energy Networks Ltd, at this time has no assets in the area and will not be implementing any in the near future. Therefore Harlaxton has no comment to make on this project.

Ministry of Defence

[OT01.02]
 This application relates to a site outside of the Ministry of Defence safeguarding areas. I can therefore confirm that the Ministry of Defence has no safeguarding objections to this proposal.

Marine Management Organisation

Marine Licensing

[DC01.02.01]
 Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the mean high water springs mark.

Activities taking place below the mean high water springs mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009. Such activities include the construction, alteration or improvement of any works, dredging, or deposit or removal of a substance or object below the mean high water springs mark or in

any tidal river to the extent of the tidal influence. You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales.

[DC01.02.14]

A wildlife licence is also required for activities that that would affect a UK or European protected marine species.

Marine Planning

[DC01.02.02]

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. On 2 April 2014 the East Inshore and Offshore marine plans were published, becoming a material consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe. For further information on how to apply the East Inshore and Offshore Plans please visit our Marine Information System. The MMO is currently in the process of developing marine plans for the South Inshore and Offshore Plan Areas and has a requirement to develop plans for the remaining 7 marine plan areas by 2021. Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our online guidance and the Planning Advisory Service soundness self-assessment checklist.

[DC01.02.03]

Minerals and waste plans and local aggregate assessments If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below:

- The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry;

- The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply
- The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the wider portfolio of supply;
- The National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over this period including marine supply.

The National Planning Policy Framework informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.

[DC01.02.01]

The Proposed Scheme involves the construction, operation and maintenance of a new bascule bridge highway crossing of the River Yare in Great Yarmouth. The MMO consider all construction (including alternative and improvement of works), dredging and maintenance activities associated with the proposed scheme that are in or above the jurisdiction of the MMO area to be licensable.

Furthermore, the MMO recommends that the Applicant continues to engage with other stakeholders regarding any other requirements for inclusion within the DCO. The MMO has reviewed the consultation documents received 10 September 2018 and sets out our initial comments below. The MMO has focused on the following chapters of Volume I of the Preliminary Environmental Information Report (PEIR) (dated August 2018):

- Chapter 1 Introduction;
- Chapter 2 Proposed scheme;
- Chapter 7 Acoustics;
- Chapter 8 Nature Conservation;
- Chapter 11 Road drainage and the water environment;
- Chapter 16 Geology and soils.

The MMO reserves the right to make further comments on the Proposed Scheme throughout the pre-application process and may modify its present advice or opinion in view of any additional information that may come to our attention. The MMO requests that prior to the submission of the application to the Planning Inspectorate (PINS), Norfolk County Council (“the Applicant”) enter into discussions with the MMO to discuss the content of the draft development consent order (DCO) and Deemed Marine Licence to ensure that, where possible, issues are resolved prior to submission.

Proposed Scheme

[QU03.06.04]

Section 2.6 briefly (of the PEIR) refers to operation and maintenance activities. The MMO seeks clarification on the likely activities that are proposed to be undertaken in order to understand whether any operation/maintenance activities are anticipated to be secured on the Deemed Marine Licence. The MMO also expects that the likely impacts of these activities will be assessed in the Environmental Statement (ES).

[DC01.02.04]

The MMO would expect further detail on the proposed piling activities (such as piling method and duration, size of piles, maximum hammer energy) to be presented in the Environmental Statement.

Nature and Conservation

[DC01.02.05]

The MMO acknowledges that benthic ecology surveys and fish trawl surveys are planned, which will inform the site characterisation from which the impact assessment of the potential direct, indirect and cumulative effects of the scheme will be assessed. The MMO notes some predicted effects have been included in paragraph 8.5.3 (of the PEIR) and expect that these will be further developed once the surveys have been undertaken and the key receptors identified.

Road Drainage and Environment

[QU03.08.02]

In paragraph 11.1.4 (of the PEIR), the MMO welcomes the inclusion of potential impacts outside of the study area boundaries where there is hydraulic connectivity. However, the MMO seeks clarification on how the study area boundaries were selected (i.e. 1km of the Proposed Scheme Boundary for the assessment of impacts on surface water and 2km for the assessment of impacts on groundwater).

[OT01.02]

The same paragraph (11.1.4), states 'The work in these areas is limited to erection of VMS or a designated vessel waiting facility and therefore no significant effects are currently anticipated. This will be confirmed as part of the Environmental Statement.' The MMO welcomes your confirmation that the likely impacts of these activities will be assessed in the Environmental Statement.

[DC01.02.06]

In paragraphs 11.3.6 and 11.3.7 (of the PEIR) the potential pollution impacts from construction are outlined. If sediment in the marine environment is to be disturbed or removed as part of the proposed activities, the MMO expects that the impact assessment will consider the release of contaminants. It is noted in paragraph 11.8.1 (of the PEIR) that sediment sampling and analysis that will inform this is yet to be undertaken. Guidance on sampling and analyses is available here:

<https://www.gov.uk/guidance/marinelicensing-sediment-analysis-and-sample-plans>.

The MMO advises that the modelling and analyses to be carried out to inform the coastal processes impact assessment includes:

- the impacts of any permanent and temporary structures on flow and hence on sediment transport (including local suspension/deposition);
- the impacts of both removal and disposal of dredged material on flow;
- the demonstration that the altered river channel (during construction and/or operation, depending on design of bridge structures within the river) does not exacerbate any potential disturbance of the river bed due to vessel traffic;
- the potential for scour;
- whether ongoing maintenance dredging is likely to be required as a result of the proposed structure.

The MMO expects that the assessment will be based on validated data, for example for sediment grain size and distribution within the modelling area, tidal and fluvial flows, and reasonable worst-case estimates of proposed engineered changes such as depth and volume of dredge/disposal areas, size of cofferdams and piers.

[DC01.02.07]

The MMO notes that paragraph 16.6.8 (of the PEIR) states that 'Silt pollution caused by working within the River Yare will be minimised by keeping water out of the works area using appropriate isolation techniques, such as coffer dams, pile jackets, by-pass channels, silt curtains or the use of special excavation plant.' These measures should also be captured within the mitigation proposed in paragraph 11.6.3.

[DC01.02.08]

It is not clear from the PEIR whether dredging/disposal of sediment (e.g. through initial capital or ongoing maintenance dredging) is proposed. The MMO expects that dredging and disposal activities will be accurately described in the project description in the Environmental Statement.

[DC01.02.09]

The MMO notes that the assumed mitigation for contaminated sediments presented in Table 11.8 (of the PEIR) differs between the River Yare and River Bure. This should be reviewed depending upon the results of the analyses.

[DC01.02.10]

The MMO expects that the residual impact magnitude presented in Tables 11.8 to 11.11 (of the PEIR) will be validated as part of the EIA process and presented in the Environmental Statement.

People and Communities

[DC01.02.11]

The MMO expects that the impact on commercial fishing will be assessed in the Environmental Statement. It is primarily an inshore fleet that operates out of Great Yarmouth and local ports, which work within 12 nautical miles, and mainly use pots and nets to catch edible crabs, lobster, herring and mackerel. However, cod, sprat and whiting are known to be caught between December and February. The sole fishery traditionally begins in the spring but recent years have seen this stock remain viable throughout the year.

[CN05.03.01]

The support of a fisheries liaison officer should be considered to facilitate communication with the local fisherman's associations to minimise impact and avoid conflict with the industry. It is recommended that you engage with the Anglia Fishermen's Association and Caister Inshore Fishermen's Association.

[DC01.02.12]

The MMO would also note that the River Yare is the main access to Norfolk Broads and expects that the impact on recreational vessels and recreational sea anglers will be assessed.

Geology and Soils

[DC01.02.13]

The MMO notes that piling operations for the (steel piled) cofferdams and bridge pier foundations are within the design envelope and a piling risk assessment will be prepared once the findings of the ground investigations are known. The potential impacts of underwater noise and vibration on sensitive aquatic receptors should therefore be included in this assessment.

Table 9-6: Responses from Local Authorities (S42(1)(b)) and Prescribed Consultees (S42(1)(a))

9.4 Key Matters Arising – Need

9.4.1 The graph and following tables below show the breakdown of overall comments on the need for the Proposed Scheme.

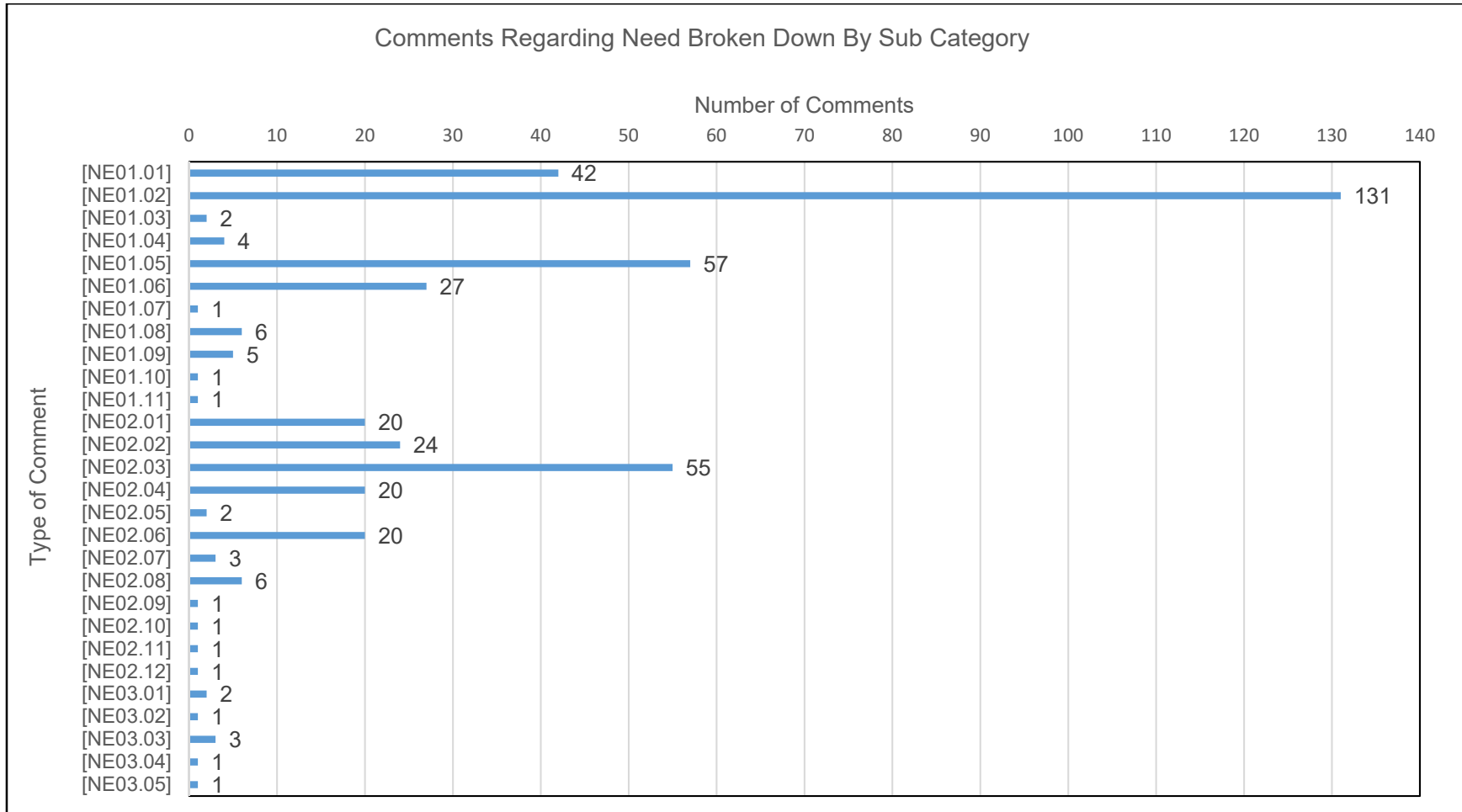


Figure 9-2: Responses regarding 'Need'

Comment that the Proposed Scheme is needed or stating support for the Proposed Scheme	
[NE01.01]	General comment the Proposed Scheme is needed or support for the scheme
[NE01.02]	Comment that the Proposed Scheme is needed (or is supported) because it will reduce traffic congestion, improve journey times and/or make access easier
[NE01.03]	Comment that the Proposed Scheme is needed (or is supported) because Haven Bridge is unreliable
[NE01.04]	Comment that the Proposed Scheme is needed (or is supported) because there is a need to invest in roads
[NE01.05]	Comment that the Proposed Scheme is needed (or is supported) because it will help investment in Great Yarmouth
[NE01.06]	Comment that the Proposed Scheme is needed (or is supported) because it will take pressure off Haven Bridge and Breydon Bridge
[NE01.07]	Comment that the Proposed Scheme is needed (or is supported) because it will help my business
[NE01.08]	Comment that the Proposed Scheme is needed (or is supported) because it will support the growth of the Outer Harbour
[NE01.09]	Comment that the Proposed Scheme is needed (or is supported) because it will help NMU access
[NE01.10]	Comment that the Proposed Scheme is needed (or is supported) because it will help public transport access
[NE01.11]	Comment that the Proposed Scheme is needed (or is supported) because it will provide social benefits to the area
Comment that the Proposed Scheme is not needed or not stating support for the Proposed Scheme	
[NE02.01]	General comment that the Proposed Scheme is not needed or is not supported
[NE02.02]	Comment that the Proposed Scheme is not needed (is not supported) because it is a waste of money

[NE02.03]	Comment that the Proposed Scheme is not needed (is not supported) because money should be spent elsewhere
[NE02.04]	Comment that the Proposed Scheme is not needed (is not supported) because there is not enough commercial activity to justify it
[NE02.05]	Comment that the Proposed Scheme is not needed (is not supported) because it will not add benefit without improvements elsewhere
[NE02.06]	Comment that the Proposed Scheme is not needed (is not supported) because it will generate more traffic
[NE02.07]	Comment that the Proposed Scheme is not needed (is not supported) because it will not create employment
[NE02.08]	Comment that the Proposed Scheme is not needed (is not supported) because of the impacts on land
[NE02.09]	Comment that the Proposed Scheme is not needed (is not supported) because of the impacts on the environment
[NE02.10]	Comment that the Proposed Scheme is not needed (is not supported) because of impacts on marine vessels
[NE02.11]	Comment that the Proposed Scheme is not needed (is not supported) because it is the wrong proposal
[NE02.12]	Comment that the Proposed Scheme is not needed because the consultation documents do not make its case adequately
Neutral comment on whether the Proposed Scheme is needed or it is not relevant to the responder	
[NE03.01]	Comment stating that the responder is unsure of the need for the Proposed Scheme
[NE03.02]	Comment that the Proposed Scheme has both benefits and disbenefits
[NE03.03]	Comment that the need for the Proposed Scheme is not relevant to the responder

[NE03.04]	Comment confirming that the responder has no comment to make on the need for the Proposed Scheme
[NE03.05]	Comment that the Proposed Scheme will only benefit the Outer Harbour

Table 9-7: Chart key for responses regarding 'Need'

- 9.4.2 Figure 9-2 above shows there was a greater number of written comments that specifically indicated that the Proposed Scheme was needed (or supported) when compared to those that indicated that the Proposed Scheme was not needed (or supported).
- 9.4.3 The most frequently indicated reasons for commenting that the Proposed Scheme is needed were:
- It will reduce traffic congestion, improve journey times and/or make access easier (Code NE01.02);
 - It will help investment in Great Yarmouth (Code NE01.05);
 - It will take pressure off Haven Bridge and Breydon Bridge (Code NE01.06).
- 9.4.4 The most frequently indicated reasons for commenting that the Proposed Scheme was not needed were:
- Money should be spent elsewhere (Code NE02.03);
 - It is a waste of money (NE02.02);
 - There is not enough commercial activity to justify it (NE02.04);
 - It will generate more traffic (NE02.06).
- 9.4.5 Table 9-8 below provides a breakdown of the written comments made concerning 'Need' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment that the Proposed Scheme is needed or stating support for the Proposed Scheme						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[NE01.01] General comment the Proposed Scheme is needed or support for the scheme	✓		✓	✓	The new crossing will: <ul style="list-style-type: none"> •Support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industries and to enhance the port's role as an international gateway; •Help create new jobs by improving transport links between the port and the main road network; •Support the regeneration of Great Yarmouth, including the town centre and seafront; •Improve local access by reducing congestion and improving journey time reliability; •Improve safety and remove heavy traffic from unsuitable routes within the town centre; •Improve access to the Great Yarmouth peninsula for pedestrians, cyclists and buses; •Protect and improve the environment, and minimise the impact of the scheme on local people and places; The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of	No Change

					the Case for the Scheme (document reference 7.1).	
[NE01.02] Comment that the Proposed Scheme is needed (or is supported) because it will reduce traffic congestion, improve journey times and/or make access easier	✓			✓	The crossing aims to improve local access by reducing congestion and improve journey time reliability. The Applicant has used computer modelling software to assess the potential impacts of the Proposed Scheme on traffic flows as a result of the Third River Crossing. Details on how the scheme will meet these objectives are found in the Case for the Scheme (document reference 7.1) and Transport Assessment (document reference 7.2).	No Change
[NE01.03] Comment that the Proposed Scheme is needed (or is supported) because Haven Bridge is unreliable	✓			✓	The Applicant has considered this response and regard has been given to it in putting together the "Need For The Scheme", which is detailed in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change
[NE01.04] Comment that the Proposed Scheme is needed (or is supported) because there is a need to invest in roads	✓			✓	The Applicant has considered this response and regard has been given to it in putting together the "Need For The Scheme", which is detailed in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change
[NE01.05] Comment that the Proposed Scheme is needed (or is supported) because it will help investment in Great Yarmouth	✓		✓	✓	The new crossing will support the regeneration of Great Yarmouth, including the town centre and seafront and help create new jobs by improving transport links between the port and the main road	No Change

					network. It will also support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industries and to enhance the port's role as an international gateway. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	
[NE01.06] Comment that the Proposed Scheme is needed (or is supported) because it will take pressure off Haven Bridge and Breydon Bridge	✓			✓	The Applicant has considered this response and regard has been given to it in putting together the "Need For The Scheme", which is detailed in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change
[NE01.07] Comment that the Proposed Scheme is needed (or is supported) because it will help my business	✓				The new crossing will support the regeneration of Great Yarmouth, including the town centre and seafront and help create new jobs by improving transport links between the port and the main road network. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change
[NE01.08] Comment that the Proposed Scheme is needed (or is supported) because it will support the growth of the Outer Harbour	✓		✓	✓	The new crossing will support the growth of the Outer Harbour by improving transport links to the main road network. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of	No Change

					the Case for the Scheme (document reference 7.1).	
[NE01.09] Comment that the Proposed Scheme is needed (or is supported) because it will help NMU access	✓				The new crossing provides a segregated footway/cycleway to the north of the bridge and a footway to the south. These new NMU facilities tie into the overarching NMU strategy for Great Yarmouth and allow NMUs to pass across the river with ease.	No Change
[NE01.10] Comment that the Proposed Scheme is needed (or is supported) because it will help public transport access	✓				The new crossing has been designed to facilitate public transport. Additionally, bus operators are already considering their new routes that utilise the crossing when the Scheme opens.	No Change
[NE01.11] Comment that the Proposed Scheme is needed (or is supported) because it will provide social benefits to the area			✓		The new crossing will support the regeneration of Great Yarmouth, including the town centre and seafront and help create new jobs by improving transport links between the port and the main road network. It will also support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industries and to enhance the port's role as an international gateway. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change

Comment that the Proposed Scheme is not needed or not stating support for the Proposed Scheme						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[NE02.01] General comment that the Proposed Scheme is not needed or is not supported	✓			✓	The new crossing will: <ul style="list-style-type: none"> •Support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industries and to enhance the port's role as an international gateway; •Help create new jobs by improving transport links between the port and the main road network; •Support the regeneration of Great Yarmouth, including the town centre and seafront; •Improve local access by reducing congestion and improving journey time reliability; •Improve safety and remove heavy traffic from unsuitable routes within the town centre; •Improve access to the Great Yarmouth peninsula for pedestrians, cyclists and buses; •Protect and improve the environment, and minimise the impact of the scheme on local people and places; The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of	No Change

					the Case for the Scheme (document reference 7.1).	
[NE02.02] Comment that the Proposed Scheme is not needed (is not supported) because it is a waste of money		✓			The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change
[NE02.03] Comment that the Proposed Scheme is not needed (is not supported) because money should be spent elsewhere	[NE02.03.01] Money should be spent on better training and local services	✓			The funding for the scheme is from a different fund than would serve training and local services and therefore not transferable. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change
	[NE02.03.02] Money should be spent on other transport improvements	✓		✓	Improving other transport links will not achieve the following objectives that are set out in Section 3.4 of this report; namely: <ul style="list-style-type: none"> •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); •To improve access to and from the Great Yarmouth peninsula for pedestrians, cyclists and buses, encouraging more 	No Change

					<p>sustainable modes of transport and also reducing community severance.</p> <p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	
	<p>[NE02.03.03] Money should be spent on a bridge elsewhere</p>	✓			<p>At the start of the feasibility work for the Scheme a variety of locations were considered. The location chosen was deemed to be the most suitable due to existing infrastructure constraints.</p> <p>The Applicant provides more information on the evolution of the Scheme options in Chapter 5 of the Case for the Scheme (document reference 7.1).</p>	No Change
	<p>[NE02.03.04] Money should be spent on improvements to the existing bridges</p>	✓		✓	<p>Improving the existing bridges as an alternative would not meet the following objectives set out in Section 3.4 of this report; namely:</p> <ul style="list-style-type: none"> • To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs 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 	No Change

					supporting and promoting economic and employment growth (particularly in the Enterprise Zone); <ul style="list-style-type: none"> • 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. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	
[NE02.04]	Comment that the Proposed Scheme is not needed (is not supported) because there is not enough commercial activity to justify it	✓			✓ The Scheme is required to achieve the following objective set out in Section 3.4 of this report; namely: <ul style="list-style-type: none"> • To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs and enhancing the port's role as an international gateway. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change
[NE02.05]	Comment that the Proposed Scheme is not needed (is not supported) because	✓			There are a number of transport schemes being delivered in Great Yarmouth that are being funded through the Local Growth	No Change

<p>it will not add benefit without improvements elsewhere</p>				<p>Fund (LGF) by the New Anglia Local Enterprise Partnership (NALEP). These schemes are primarily to support and assist housing and employment growth and assist the delivery of the new Great Yarmouth Town Centre Masterplan.</p> <p>In total, around £13m has been allocated for these projects which must all be delivered by the end of 2020/21.</p> <p>Recent schemes completed include the Fullers Hill roundabout improvement works, provision of a right turn option from the ASDA junction at the rail station, pedestrian and cycle improvement works on The Conge, North Quay and Southtown Road and works to improve the railway station forecourt. Further schemes to improve traffic flows and encourage increased use of buses, walking and cycling are planned for delivery over the period to the end of 2020/21.</p> <p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	
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<p>[NE02.06]</p> <p>Comment that the Proposed Scheme is not needed (is not supported) because it will generate more traffic</p>	✓			✓	<p>Traffic modelling has been undertaken as part of the design process. This reliably indicates that the scheme will alleviate congestion issues.</p> <p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	No Change
<p>[NE02.07]</p> <p>Comment that the Proposed Scheme is not needed (is not supported) because it will not create employment</p>	✓				<ul style="list-style-type: none"> • The Scheme is required to achieve the following objectives set out in Section 3.4 of this report; namely: • To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs 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); • To support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy. 	No Change

					The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	
[NE02.08] Comment that the Proposed Scheme is not needed (is not supported) because of the impacts on land	[NE02.08.01] It impacts on the MIND Centre and Grounds site	✓			The Applicant is working closely with the MIND Centre and Grounds to minimise the impact on the site. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	Scheme Refinement No 9 (See Section 10.3.2)
	[NE02.08.02] It will affect house prices	✓			The scheme is required to achieve the following objective set out in Section 3.4 of this report; namely: <ul style="list-style-type: none"> 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). By promoting economic growth, house prices are likely to increase long-term.	No Change
	[NE02.08.03] It will affect the local community	✓			Impacts to the local community are considered in Chapter 14 of the Environmental Statement (document reference 6.1).	No Change

<p>[NE02.09] Comment that the Proposed Scheme is not needed (is not supported) because of the impacts on the environment</p>	✓			<p>The scheme is required to achieve the following objectives set out in Section 3.4 of this report; namely:</p> <ul style="list-style-type: none"> • 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 Proposed Scheme. <p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	No Change
<p>[NE02.10] Comment that the Proposed Scheme is not needed (is not supported) because of impacts on marine vessels</p>	✓			<p>The new crossing has been designed as a raising bascule bridge to limit the impacts on marine vessels, allowing them to pass through the crossing.</p> <p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	No Change

<p>[NE02.11] Comment that the Proposed Scheme is not needed (is not supported) because it is the wrong proposal</p>	✓				<p>The Applicant provides more information on the evolution of the Scheme options in Chapter 5 of the Case for the Scheme (document reference 7.1).</p>	No Change
<p>[NE02.12] Comment that the Proposed Scheme is not needed because the consultation documents do not adequately make its case</p>	✓				<p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	No Change

Neutral comment on whether the Proposed Scheme is needed or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[NE03.01] Comment stating that the responder is unsure of the need for the Proposed Scheme	✓			✓	The Applicant notes these comments.	No Change
[NE03.02] Comment that the Proposed Scheme has both benefits and disbenefits	✓				The Applicant notes these comments.	No Change
[NE03.03] Comment that the need for the Proposed Scheme is not relevant to the responder	✓				The Applicant notes these comments.	No Change
[NE03.04] Comment confirming that the responder has no comment to make on the need for the Proposed Scheme	✓				The Applicant notes these comments.	No Change
[NE03.05] Comment that the Proposed Scheme will only benefit the Outer Harbour	✓				The Scheme is required to achieve the following objectives set out in Section 3.4 of this report; namely: <ul style="list-style-type: none"> •To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs and 	No Change

				<p>enhancing the port's role as an international gateway;</p> <ul style="list-style-type: none"> • 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); • 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 Proposed Scheme. 	
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					The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	
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Table 9-8: Matters raised regarding 'Need'

9.5 Key Matters Arising – Alternatives

9.5.1 The graph and following tables below show the breakdown of overall comments on the alternatives to the Proposed Scheme.

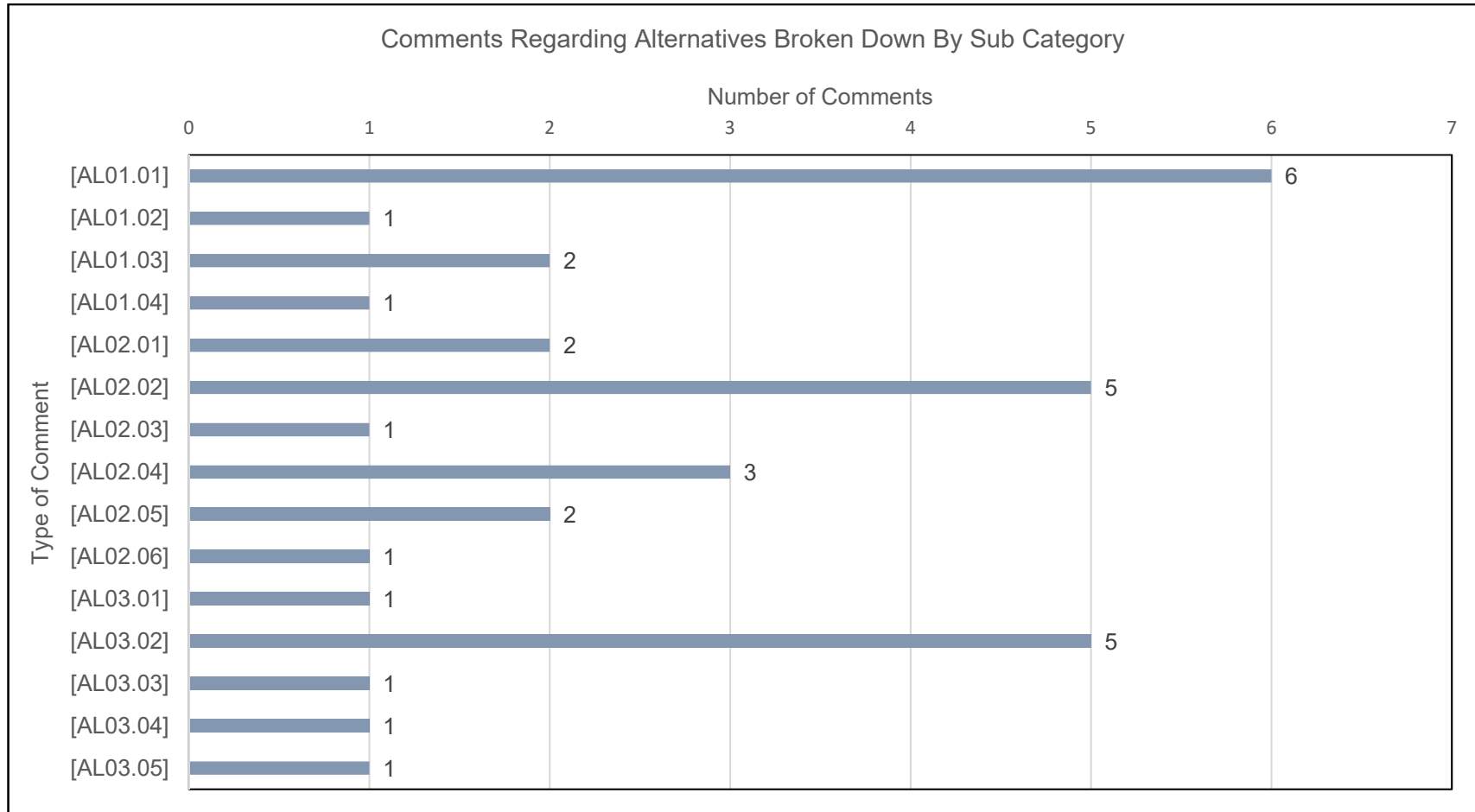


Figure 9-3: Responses regarding 'Alternatives'

Comment suggesting an alternative type of crossing to the Proposed Scheme	
[AL01.01]	Comment suggesting a tunnel as an alternative to the Proposed Scheme
[AL01.02]	Comment suggesting a swing bridge as an alternative to the Proposed Scheme
[AL01.03]	Comment suggesting a fixed height bridge as an alternative to the Proposed Scheme
[AL01.04]	Comment suggesting a pedestrian/cyclist ferry as an alternative to the Proposed Scheme
Comment suggesting an alternative crossing location to the Proposed Scheme	
[AL02.01]	Comment suggesting a crossing of the River Yare near Acle as an alternative to the Proposed Scheme
[AL02.02]	Comment suggesting a crossing of the River Bure between the A47 and north of Great Yarmouth as an alternative to the Proposed Scheme
[AL02.03]	Comment suggesting a crossing further south of the proposed location as an alternative to the Proposed Scheme
[AL02.04]	General comment that the Proposed Scheme is located in the wrong place
[AL02.05]	Comment suggesting a crossing over Breydon Water to west of Breydon Bridge linking Gapton Hall Roundabout with the A47 as an alternative to the Proposed Scheme
[AL02.06]	Comment suggesting the previously dropped Queens Road Bridge location as an alternative to the Proposed Scheme
Comment suggesting alternative improvements to the Proposed Scheme	
[AL03.01]	Comment suggesting improvements to the A47 around the west side of Great Yarmouth as an alternative to the Proposed Scheme
[AL03.02]	Comment suggesting improvements to the A47 between Norwich and Great Yarmouth as an alternative to the Proposed Scheme

[AL03.03]	Comment suggesting improvements in Great Yarmouth/Gorleston as an alternative to the Proposed Scheme
[AL03.04]	Comment suggesting improvements to the existing Breydon Bridge and/or Haven Bridge as an alternative to the Proposed Scheme
[AL03.05]	Comment suggesting a bypass at the Gapton Hall Roundabout as an alternative to the Proposed Scheme

Table 9-9: Chart key for responses regarding 'Alternatives'

9.5.2 Figure 9-3 above indicates that the number of written comments suggesting an alternative to the Proposed Scheme was small when compared to the overall total number of comments made.

9.5.3 The most frequently suggested alternatives were:

- A tunnel (Code AL01.01);
- A crossing of the River Bure between the A47 and north of Great Yarmouth (Code AL02.02);
- Improvements to the A47 between Norwich and Great Yarmouth as an alternative to the Proposed Scheme (Code AL03.02).

9.5.4 Table 9-10 below provides a breakdown of the written comments made concerning 'Alternatives' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment suggesting an alternative type of crossing to the Proposed Scheme						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[AL01.01] Comment suggesting a tunnel as an alternative to the Proposed Scheme	✓			✓	A tunnel option would have no impact on the operation of the port once complete but would take approximately 3 years to construct and would have a greater impact on the port during construction. A tunnel would require mechanical and electrical systems for ventilation, drainage and fire protection. It would be difficult to prevent flood waters from entering the tunnel so temporary closures due to flooding could be considered a possibility.	No Change
[AL01.02] Comment suggesting a swing bridge as an alternative to the Proposed Scheme				✓	A swing bridge would require a greater area of quayside to accommodate it when open. At the Stage 2 consultations in Summer 2017 a swing bridge was present as an alternative to the preferred option of a twin leaf bascule bridge. The results of this consultation confirmed the view that there is overall support for the Proposed Scheme of a bascule bridge.	No Change

<p>[AL01.03]</p> <p>Comment suggesting a fixed height bridge as an alternative to the Proposed Scheme</p>	✓			✓	<p>A fixed bridge that was high enough to allow vessels to pass beneath without raising would need much greater areas for approach ramps. This would have greater impact on surrounding residential and business areas and would make it very difficult to link with the existing highway network on either side of the river.</p>	No Change
<p>[AL01.04]</p> <p>Comment suggesting a pedestrian/cyclist ferry as an alternative to the Proposed Scheme</p>	✓			✓	<p>Providing a pedestrian/cyclist ferry as an alternative would not meet the following objectives set out in Section 3.4 of this report; namely:</p> <ul style="list-style-type: none"> • To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs 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); • To support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy; 	No Change

				<ul style="list-style-type: none"> • 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 protect and enhance the environment by reducing emissions of greenhouse gases and minimising the environmental impact of the Proposed Scheme. <p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	
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Comment suggesting an alternative crossing location to the Proposed Scheme						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[AL02.01] Comment suggesting a crossing of the River Yare near Acle as an alternative to the Proposed Scheme	✓				A crossing of the River Yare near Acle would not achieve the scheme objectives of: <ul style="list-style-type: none"> • To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs 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); • 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. 	No Change
[AL02.02] Comment suggesting a crossing of the River Bure between the A47 and the	✓				A crossing of the River Bure between the A47 and the north of Great Yarmouth would not achieve the scheme objectives of:	No Change

north of Great Yarmouth as an alternative to the Proposed Scheme				<ul style="list-style-type: none"> • To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs 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); • 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. 	
<p>[AL02.03]</p> <p>Comment suggesting a crossing further south of the proposed location as an alternative to the Proposed Scheme</p>	✓			<p>At the start of the feasibility work for the Scheme a variety of locations were considered. The location chosen was deemed to be the most suitable due to existing infrastructure constraints.</p> <p>The Applicant provides more information on the evolution of the Scheme options in Chapter 5 of the Case for the Scheme (document reference 7.1).</p>	No Change

<p>[AL02.04]</p> <p>General comment that the Proposed Scheme is located in the wrong place</p>	<p>✓</p>			<p>At the start of the feasibility work for the Scheme a variety of locations were considered. The location chosen was deemed to be the most suitable due to existing infrastructure constraints.</p> <p>The Applicant provides more information on the evolution of the Scheme options in Chapter 5 of the Case for the Scheme (document reference 7.1).</p>	<p>No Change</p>
<p>[AL02.05]</p> <p>Comment suggesting a crossing over Breydon Water to west of Breydon Bridge linking Gapton Hall Roundabout with the A47 as an alternative to the Proposed Scheme</p>	<p>✓</p>			<p>A crossing over Breydon water as an alternative would not meet the following objectives set out in Section 3.4 of this report; namely:</p> <ul style="list-style-type: none"> • To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs 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); • To support the regeneration of Great Yarmouth, including the town centre and 	<p>No Change</p>

					<p>seafront, helping the visitor and retail economy;</p> <ul style="list-style-type: none"> • 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. <p>The Applicant provides more information on the evolution of the Scheme options in Chapter 5 of the Case for the Scheme (document reference 7.1).</p>	
<p>[AL02.06]</p> <p>Comment suggesting the previously dropped Queens Road Bridge location as an alternative to the Proposed Scheme</p>	✓				<p>At the start of the feasibility work for the Scheme a variety of locations were considered. The location chosen was deemed to be the most suitable due to existing infrastructure constraints.</p> <p>The Applicant provides more information on the evolution of the Scheme options in Chapter 5 of the Case for the Scheme (document reference 7.1).</p>	No Change

Comment suggesting alternative improvements to the Proposed Scheme						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[AL03.01] Comment suggesting improvements to the A47 around the west side of Great Yarmouth as an alternative to the Proposed Scheme	✓				Improvements to the A47 around the west side of Great Yarmouth as an alternative would not meet the following objectives set out in Section 3.4 of this report; namely; <ul style="list-style-type: none"> •To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs 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); •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. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the	No Change

					Case for the Scheme (document reference 7.1).	
[AL03.02] Comment suggesting improvements to the A47 between Norwich and Great Yarmouth as an alternative to the Proposed Scheme	✓			✓	Improvements to the A47 between Norwich and Great Yarmouth as an alternative would not meet the following objectives set out in Section 3.4 of this report; namely: <ul style="list-style-type: none"> • 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); • To improve regional and local access by enhancing the resilience of the local road network, reducing congestion and improving journey time reliability; • 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. The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).	No Change

<p>[AL03.03]</p> <p>Comment suggesting improvements in Great Yarmouth/Gorleston as an alternative to the Proposed Scheme</p>	✓				<p>Improvements in Great Yarmouth and Gorleston as an alternative would not meet the objectives set out in Section 3.4 of this report and detailed above in the Applicant's response to comment reference [AL03.02.01].</p> <p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	No Change
<p>[AL03.04]</p> <p>Comment suggesting improvements to the existing Breydon Bridge and/or Haven Bridge as an alternative to the Proposed Scheme</p>				✓	<p>Improvements in Great Yarmouth and Gorleston as an alternative would not meet the objectives set out in Section 3.4 of this report and detailed above in the Applicant's response to comment reference [AL03.02.01].</p> <p>The Applicant provides more information on the "Need For The Scheme", in Chapter 4 of the Case for the Scheme (document reference 7.1).</p>	No Change
<p>[AL03.05]</p> <p>Comment suggesting a bypass at the Gapton Hall Roundabout as an alternative to the Proposed Scheme</p>				✓	<p>Providing a bypass at Gapton Hall Roundabout as an alternative would not meet the objectives set out in Section 3.4 of this report and detailed above in the Applicant's response to comment reference [AL03.02.01].</p>	No Change

Table 9-10: Matters raised regarding 'Alternatives'

9.6 Key Matters Arising – Bridge Form

9.6.1 The graphs and following tables below show the breakdown of overall comments on the bridge form for the Proposed Scheme.

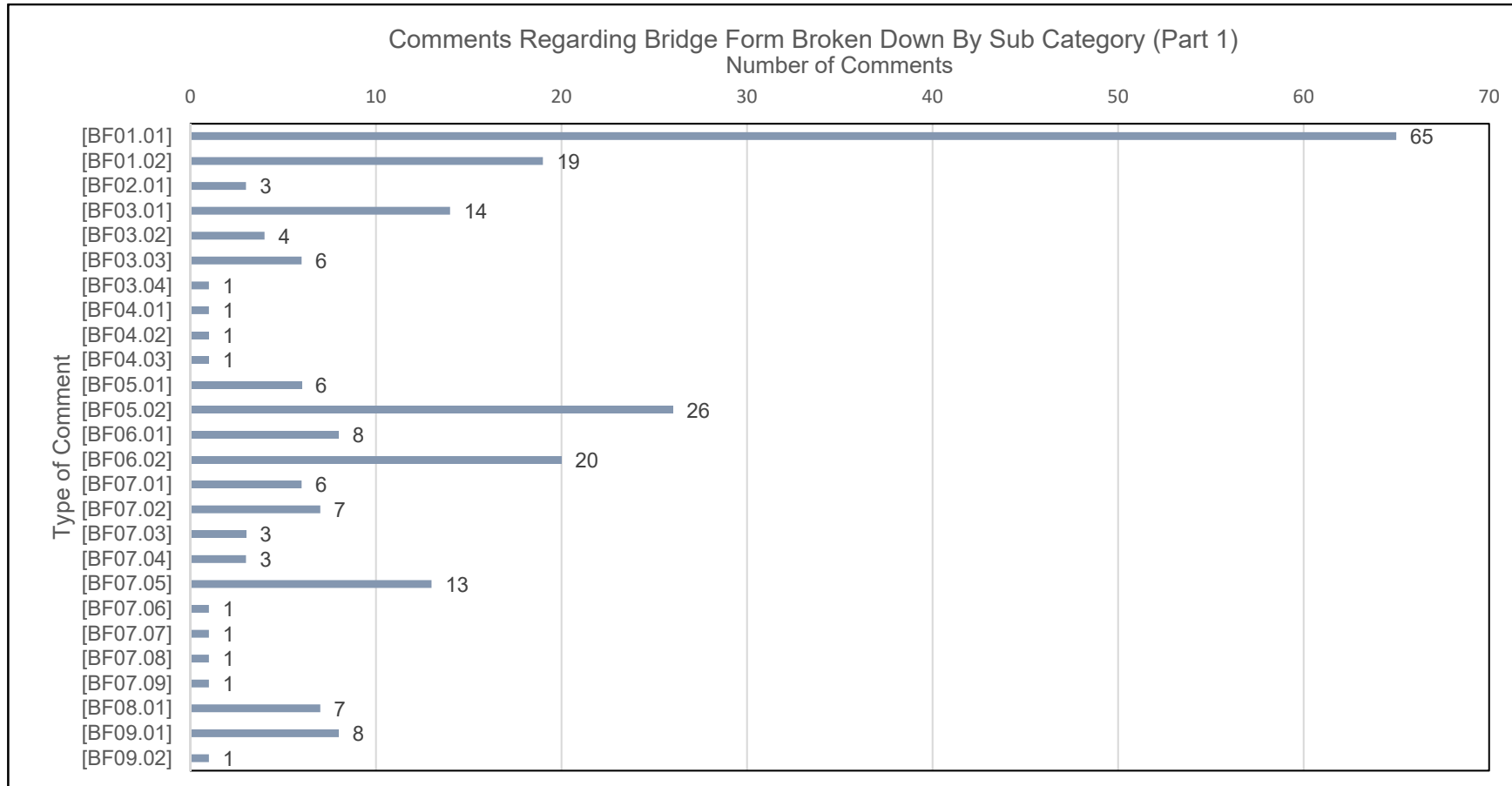


Figure 9-4: Responses regarding 'Bridge Form' Part 1

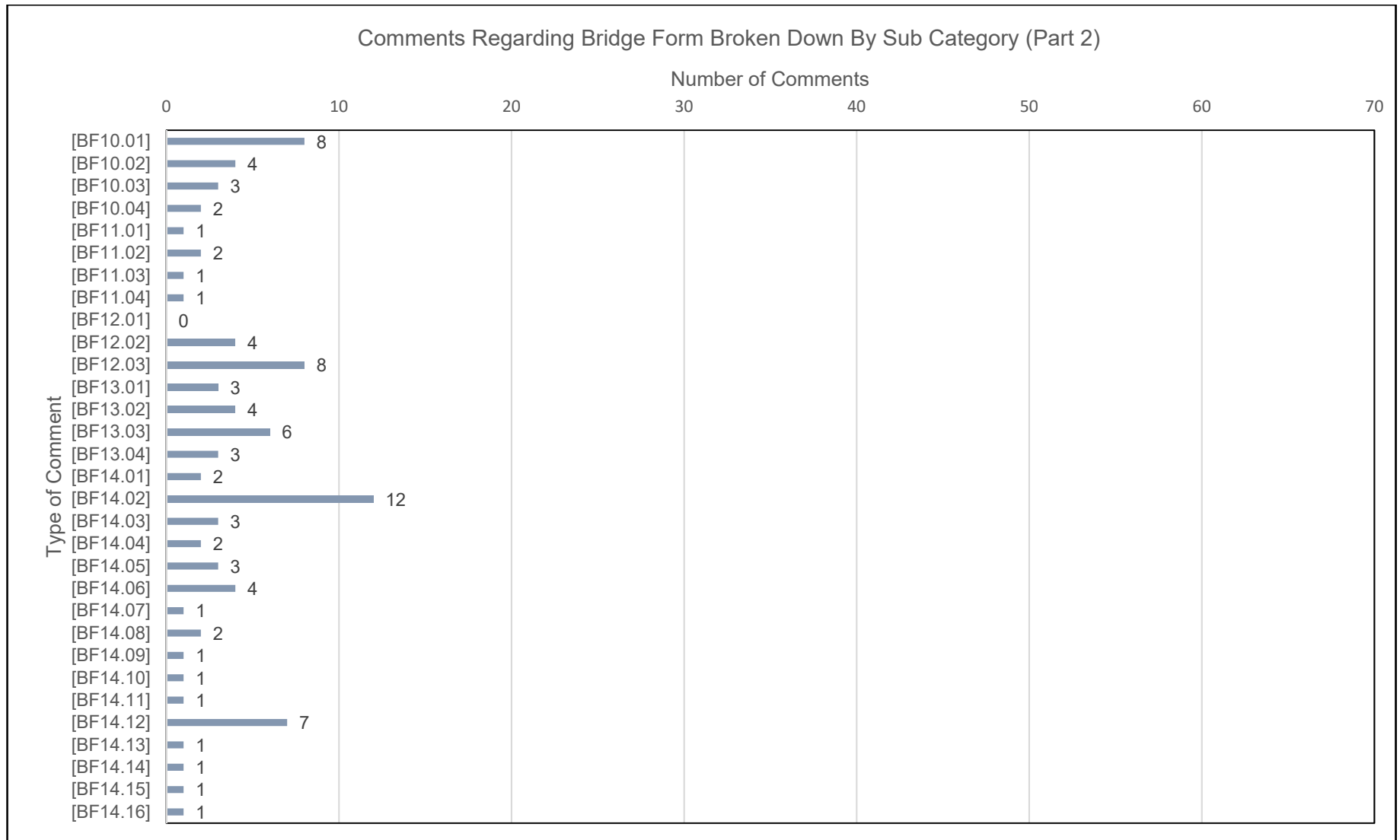


Figure 9-5: Responses regarding 'Bridge Form' Part 2

Comment in support of the proposed bridge form	
[BF01.01]	General comment in support of the proposed bridge form
[BF01.02]	Comment in support of the proposed bridge form because.....
Comment not in support of the proposed bridge form	
[BF02.01]	General comment not in support of the proposed bridge form
Neutral comment on the proposed bridge form or it is not relevant to the responder	
[BF03.01]	Comment that the responder does not have enough knowledge to comment on the proposed bridge form
[BF03.02]	Comment that the responder is not concerned with the proposed bridge form
[BF03.03]	Confirmation that the responder has no comment to make on the proposed bridge form
[BF03.04]	Comment that the proposed bridge form has benefits and disbenefits
Other comment on the proposed bridge form	
[BF04.01]	Comment that the leaves don't appear to raise to 90° and may get hit by vessels
[BF04.02]	Comment that the bridge must be constructed in UK
[BF04.03]	Concern that the existing quay side is not strong enough to accommodate the new bridge
Comment expressing a preference for a bridge with counter weights below ground	
[BF05.01]	General comment in support of a proposal for counter weights below ground
[BF05.02]	Comment in support of a proposal for counter weights below ground because.....
Comment expressing a preference for a bridge with counter weights above ground	
[BF06.01]	General comment in support of a proposal for counter weights above ground
[BF06.02]	Comment in support of a proposal for counter weights above ground because.....

Other comment of the type of bridge forms and raising mechanism	
[BF07.01]	Comment that the bridge and mechanism should be the cheapest option
[BF07.02]	Comment that the bridge and mechanism should be the best aesthetic option
[BF07.03]	Comment that the bridge and mechanism should be the best engineering option
[BF07.04]	Comment that the bridge and mechanism should be the one that has the shortest raising time
[BF07.05]	Comment that the bridge and mechanism should be the one that causes least disruption during maintenance
[BF07.06]	Comment that the bridge and mechanism should be the one that raises highest and widest
[BF07.07]	Comment that the bridge and mechanism should be the one that has least impact on river flow
[BF07.08]	Comment that the bridge and mechanism should be the one least prone to collapse
[BF07.09]	Comment that the bridge and mechanism should be one that uses least energy to raise
Comment expressing no preference regarding the type of raising mechanism	
[BF08.01]	Comment expressing no preference regarding the type of raising mechanism
Comment expressing concern about the air draft of the bridge	
[BF09.01]	Comment that the proposed air draft of the bridge will impact river vessels
[BF09.02]	Comment that the proposed air draft of the bridge will result in too many raisings
Comment regarding the raising times of the bridge	
[BF10.01]	Comment that the predicted times for the bridge to raise are under estimated
[BF10.02]	Comment that the predicted frequency of raisings for the bridge are under estimated
[BF10.03]	Comment that having the bridge raised for an average of 82mins a day is too much
[BF10.04]	Comment that the raising times for the bridge seem sensible

Comment expressing other concern about the bridge form	
[BF11.01]	Comment expressing concern about the cost of the bridge
[BF11.02]	Comment expressing concern about the visual impact of the bridge
[BF11.03]	Comment expressing concern that vessels are allowed to moor so close to the bridge
[BF11.04]	Comment expressing concern about the counter weight chambers
Comment on the control tower	
[BF12.01]	Not Used
[BF12.02]	Comment suggesting Location 2b on Page 6 of the Consultation Brochure
[BF12.03]	Comment suggesting Location 2c on Page 6 of the Consultation Brochure
Comment on operating regime for the bridge	
[BF13.01]	Comment that it is critical that the bridge raises on demand for commercial vessels
[BF13.02]	Concern that the bridge will not raise on demand for leisure vessels
[BF13.03]	Comment regarding the time taken for the bridge to raise and the frequency of raising
[BF13.04]	Concern that the bridge will not be maintained properly
Suggested changes to the bridge form proposals	
[BF14.01]	Suggestion that vessels that regularly use the river should be asked to have retractable aerials fitted
[BF14.02]	Suggestion to increase the air draft of the bridge
[BF14.03]	Suggestion that the river should not be narrowed
[BF14.04]	Suggestion that the method of booking raisings should be by VHF radio rather than telephone
[BF14.05]	Suggestion to only raise the bridge during less busy traffic times

[BF14.06]	Suggestions that measures be provided to prevent suicide attempts
[BF14.07]	Suggestion to also bridge over South Denes Road to provide a higher air draft
[BF14.08]	Suggestions to provide a method for hand raising of the bridge in case of mechanical failure
[BF14.09]	Suggestion to provide a bridge with counter weights below ground but without narrowing river
[BF14.10]	Suggestion that the bridge raising mechanism should be a rolling system like the bridge in Lowestoft
[BF14.11]	Suggestion to provide high level pedestrian bridge as well as the Proposed Scheme
[BF14.12]	Suggestion to provide good quality lighting on the bridge to improve its appearance at night
[BF14.13]	Suggestion to paint the bridge orange to recognise Dutch connections
[BF14.14]	Suggestion to provide a single leaf bridge rather than a double leaf bridge
[BF14.15]	Suggestion that the bridge should be visually appealing
[BF14.16]	Suggestion that the bridge should remain free to use by river vessels and/or highway vehicles

Table 9-11: Chart key for responses regarding 'Bridge Form'

9.6.2 Comparing Figures 9-4 and 9-5 above indicates that the number of written comments in support of the proposed bridge form was greater than those not in support of the proposed bridge form. However, there were a number of other comments expressing concern about the bridge form.

9.6.3 The most frequent concerns were:

- The air draft of the bridge will impact river vessels (Code BF09.01);
- The predicted times for the bridge to raise are under estimated (Code BF10.01);
- The predicted frequency of raisings for the bridge are under estimated (Code BF10.02);
- The time taken for the bridge to raise and the frequency of raising (Code BF13.03);
- The bridge will not raise on demand for leisure vessels (Code BF13.02).

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- 9.6.4 Only a limited number of written comments specifically expressed a preference for a raising mechanism with counter weights above ground or counter weights below ground. Of those that did express a preference, there was a slight majority in favour of a raising mechanism with counter weights below ground (Codes BF05.02 and BF05.02) when compared to those in favour of a raising mechanism with counter weights above ground (Codes BF06.01 and BF06.02).
- 9.6.5 Of those that commented on the bridge raising mechanism, without expressing a preference, the most frequent comments were:
- The bridge and mechanism should be the one that causes least disruption during maintenance (Code BF07.05);
 - The bridge and mechanism should be the best aesthetic option (Code BF07.02);
 - The bridge and mechanism should be the cheapest option (Code BF07.01).
- 9.6.6 The most frequently suggested changes to the proposed bridge form were:
- Increase the air draft of the bridge (Code BF14.02);
 - Provide good quality lighting on the bridge to improve its appearance at night (Code BF14.12).
- 9.6.7 Table 9-12 below provides a breakdown of the written comments made concerning 'Bridge Form' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment in support of the proposed bridge form							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF01.01] General comment in support of the proposed bridge form		✓			✓	The Applicant notes these comments. The Applicant considers the proposed bridge form is the most appropriate one having considered the following factors; <ul style="list-style-type: none"> • safety and accessibility for bridge constructors, users, maintainers and operators, • reliability and durability; • maintainability; • energy efficiency; • cost-effective construction that limits disruption to land and river traffic; • visual compatibility with surrounding area; • environmental responsibility. Chapter 5 and 6 of this report explains the consultation process that helped inform the proposed bridge form.	No Change
[BF01.02] Comment in support of the	[BF01.02.01] It is located in the right place	✓			✓	The Applicant provides more information on the evolution of the Scheme options in Chapter 5 of the Case for the Scheme (document reference 7.1).	No Change

proposed bridge form because.....	[BF01.02.02] It provides for quayside access	✓			✓	The bridge provides for quayside access. On the west side of the river access to the Bollard Quay, which will be improved as public realm, will be maintained via Southtown Road. On the east side of the river, quay access will be provided via a new underpass behind the bascule bridge's abutment chamber.	No Change
	[BF01.02.03] It will reduce traffic delays	✓				Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that journey times will be reduced for the main routes in the town and congestion will decrease in the most congested junctions.	No Change
	[BF01.02.04] It still allows access for river vessels	✓			✓	The Scheme incorporates a double leaf bascule bridge that raises on demand for commercial vessels and for leisure vessels by arrangement in order to maintain access for river vessels.	No Change
	[BF01.02.05] It has least impact on the local area	✓				The Applicant notes these comments. The impact of the Scheme on the local area is detailed in Chapter 14: People and Communities of the Environmental Statement (document reference 6.1).	No Change

	[BF01.02.06] Its height is lower than a fixed bridge	✓				A study was carried out to compare various navigation clearance / bridge height to vessel data. This found that the bridge would have had to be excessively high in order to make a significant difference to the frequency of raising and therefore the lower air draft was selected. Indeed. A fixed bridge would have had to be much higher in order to not obstruct the vessels in question.	No Change
	[BF01.02.07] It is the most reliable form	✓				There are many forms of moveable bridge and, in consultation with industry experts and the appointed Contractor, the Applicant is satisfied that this form of bridge will be reliable.	No Change
	[BF01.02.08] It is the most cost effective form	✓			✓	In consultation with industry experts and the appointed Contractor, the Applicant is satisfied that this form of bridge will be cost effective not only from an onset cost point of view but also from a whole-life perspective.	No Change
	[BF01.02.09] It is the most visually appealing				✓	The Applicant welcomes support for the Scheme and the aesthetics of its structural components. Whilst the design must provide the most appropriate solution functionally, its appearance and visual impact is a key consideration in its refinement.	No Change

						The design of the bridge will be such that it sits well contextually and enhances rather than detracts from the local setting. This will be developed further as the design develops. Other types of bridges, such a bridge with above-deck counterweights, were discounted due to the visual impact of the counterweights themselves.	
	[BF01.02.10] It is the easiest to maintain	✓				The design of the bridge and its component elements will comply with relevant standards and good industry practice, which will help ensure that the bridge is easy to maintain throughout its lifetime. The proposed form is “tried-and-tested”, and the mechanical and electrical equipment proposed is to be designed with ease of maintenance and replacement in mind.	No Change
	[BF01.02.11] A double leaf bridge is better than a single leaf bridge	✓				To achieve the clear navigable width required, a single leaf would have been excessively long and would have attracted significantly more wind load when raised. This would have required considerably more energy to activate the bridge, and the raising cycle itself would have taken longer.	No Change
	[BF01.02.12]	✓				The Proposed Scheme presented at pre-application consultation showed a double leaf	No Change

	<p>The options for the final design have been kept open</p>				<p>bascule bridge but retained some flexibility regarding the type of raising mechanism to allow Contractor innovation and cost savings. The Applicant produced indicative visualisations to show the range of raising mechanisms being considered with the environmental assessment taking account of this range by assessing the worst case. Since the pre-application consultation the proposed raising mechanism has been further developed. The Applicant considers that the Scheme now forming the application is within the envelope originally presented at pre-application consultation.</p>	
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Comment not in support of the proposed bridge form						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF02.01] General comment not in support of the proposed bridge form	✓			✓	The Applicant considers the proposed bridge form is the most appropriate one having considered the following factors; <ul style="list-style-type: none"> • safety and accessibility for bridge constructors, users, maintainers and operators, • reliability and durability; • maintainability; • energy efficiency; • cost-effective construction that limits disruption to land and river traffic; • visual compatibility with surrounding area; • environmental responsibility. Chapter 5 and 6 of this report explains the consultation process that helped inform the proposed bridge form.	No Change

Neutral comment on the proposed bridge form or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF03.01] Comment that the responder does not have enough knowledge to comment on the proposed bridge form	✓			✓	The Applicant notes these comments. The consultation documents aimed to provide information in a form that could be understood by members of the public.	No Change
[BF03.02] Comment that the responder is not concerned with the proposed bridge form	✓				The Applicant notes these comments.	No Change
[BF03.03] Confirmation that the responder has no comment to make on the proposed bridge form	✓			✓	The Applicant notes these comments.	No Change
[BF03.04] Comment that the proposed bridge form has benefits and dis-benefits	✓			✓	The Applicant notes these comments. The benefits of the Scheme are documented in the "Anticipated Benefits and Disbenefits of the Scheme", in Chapter 9 of the Case for the Scheme (document reference 7.1).	No Change

Other comment on the proposed bridge form						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF04.01] Comment that the leaves don't appear to raise to 90° and may get hit by vessels	✓				The leaves do not raise to 90 degrees, but as the trunnion bearing is pulled back from the front of the bascule chamber, and as the soffit of the bridge is tapered, this allows the air-draught between the fendering system to be unlimited when the leaves are raised.	No Change
[BF04.02] Comment that the bridge must be constructed in UK	✓				Following a robust procurement exercise the Applicant has appointed Bam Farrans Joint Venture as the main Contractor for the Scheme. This consists of BAM Nuttall Limited and Farrans Limited both of which are registered companies in the UK. The Contractor aims to appoint UK based sub-Contractors (including bridge fabricators) wherever this is appropriate.	No Change
[BF04.03] Concern that the existing quay side is not strong enough to accommodate the new bridge	✓				The bridge will be supported on new piled foundations that will be independent of the existing quay.	No Change

Comment expressing a preference for a bridge with counter weights below ground							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF05.01] General comment in support of a proposal for counter weights below ground		✓				The Applicant notes these comments, which have helped inform the decision on the raising mechanism for the Scheme.	No Change
[BF05.02] Comment in support of a proposal for counter weights below ground because.....	[BF05.02.01] It is more reliable	✓				In consultation with industry experts and the appointed Contractor, the Applicant is satisfied that this form of bridge will be reliable and will be more reliable than other bridge forms considered.	No Change
	[BF05.02.02] It is more visually appealing	✓			✓	<p>The Applicant welcomes support for the Scheme and the aesthetics of its structural components. Whilst the design must provide the most appropriate solution functionally, its appearance and visual impact is a key consideration in its refinement.</p> <p>The design with counterweights and mechanism below the deck, housed within chambers, enables a less cluttered appearance and minimises the visual intrusiveness of the bridge when it is raised</p>	No Change

						as it is lower than an above-deck counterweight option.	
	[BF05.02.03] It provides a wider opening	✓				The double leaf design combined with the opening angle means that the full navigable width can be used and minimises the potential for a vessel impacting the superstructure directly whilst transiting through the raised bridge.	No Change
	[BF05.02.04] It is easier to maintain	✓				The design of the bridge and its component elements will comply with relevant standards and good industry practice, which will help ensure that the bridge is easy to maintain throughout its lifetime. The proposed form is “tried-and-tested”, and the mechanical and electrical equipment proposed is to be designed with ease of maintenance and replacement in mind. Having this equipment below the deck inside a chamber, inside which fixed access can be provided directly to the components themselves, does make maintenance easier.	No Change

Comment expressing a preference for a bridge with counter weights above ground							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF06.01] General comment in support of a proposal for counter weights above ground		✓			✓	A solution with above-ground counterweight was considered as it would have reduced the amount of excavation required in both quays, as well as reducing the extent of loss of waterway compared to an option incorporating below deck counterweights, which require a bascule chamber. However, this option would have a significantly greater visual impact and maintenance of components located at height above the deck would have been more complicated. The Applicant considers that a solution with below ground counterweights, in addition to being less visually intrusive and easier to maintain, are also more cost effective.	No Change
[BF06.02] Comment in support of a proposal for counter weights	[BF06.02.01] It is more cost effective	✓				The Applicant welcomes support for the Scheme and the aesthetics of its structural components. Whilst the design must provide the most appropriate solution functionally, its appearance and visual impact is a key consideration in its refinement.	No Change

above ground because.....						<p>A solution with above-ground counterweight was considered as it would have reduced the amount of excavation required in both quays, as well as reducing the extent of loss of waterway compared to an option incorporating below deck counterweights, which require a bascule chamber. However, this option would have a significantly greater visual impact and maintenance of components located at height above the deck would have been more complicated. The Applicant considers that a solution with below ground counterweights, in addition to being less visually intrusive and easier to maintain, are also more cost effective.</p> <p>A fixed bridge would have had to be excessively high in order to accommodate the vessels frequenting the harbour, and therefore was discounted.</p>	
	[BF06.02.02] It has less effect on tidal flows around the piers/knuckles	✓			✓	While an above deck counterweight removes the need for a full depth narrowing it may still have been the case that the construction methodology would have required it.	No Change
	[BF06.02.03]	✓				The navigable channel width proposed was discussed and agreed between the Applicant, the Great Yarmouth Port Authority and key	No Change

	It has less effect on the narrowing of the navigable channel				<p>stakeholders at an early stage of the process and used thereafter in developing options. The same navigable width was proposed for a bridge with above-deck counterweights, except that, in this case, the use of piers in the waterway instead of knuckle walls would have reduced the impact on the flow area itself in the permanent case. In the temporary case, knuckle cofferdams may have been required for construction and access to the piers.</p> <p>While an above deck counterweight removes the need for a full depth narrowing it may still have been the case that the construction methodology would have required it.</p> <p>The presence of eddies around the knuckle walls proposed for the bascule bridge will be investigated as the design develops, as will the potential for scour or accretion, and the design will take this into account.</p>	
	[BF06.02.04] It is easier to maintain	✓			✓ Depending on the actual form of a bridge with above-deck counterweights, maintenance of components located at height above the deck would have been more complicated due to the need to work at height over the river or over the roadway.	No Change

	[BF06.02.05] It is easier to construct (no bank excavation)				✓	Some bank excavation would still have been required to construct the foundations to the approach piers, but to a lesser extent. However, the greater visual impact from the above-deck counterweight has led this option to be discounted.	No Change
	[BF06.02.06] It is more visually appealing	✓				Whilst it is possible to design a bridge with above-deck counterweights that is visually appealing, the height of the counterweights themselves, whether in a “dutch-style” or a rolling lift arrangement, is generally perceived to be more visually intrusive. The consultation noted a preference for the lower bridge options for this reason.	No Change
	[BF06.02.07] It has less land impacts	✓				The proposal for counterweights above the deck has a smaller footprint at ground level, leaving more of the existing space open, as there is no bascule chamber. However, it has a significantly greater visual impact than the proposal with counterweights below the deck, and the latter also provides new public realm space on the knuckles that extend into the waterway.	No Change
	[BF06.02.08]				✓	Access to the existing quayside would be maintained in the case of a proposal with counterweights above the deck, whereas this	No Change

	It provides better quay side access					isn't the case for the proposal with counterweights below the deck. However, the proposal with counterweights below the deck provides new public realm space on the knuckles and therefore maintains access to most of the quayside with the exception of the area directly in front of the bascule chambers.	
	[BF06.02.09] It provides better north-south corridors for pedestrians and cyclists	✓				Both bridge raising mechanism options would have made appropriate provisions to accommodate pedestrians and cyclists in a north-south corridor.	No Change

Other comment of the type of bridge form and raising mechanism						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF07.01] Comment that the bridge and mechanism should be the cheapest option	✓			✓	In consultation with industry experts and contractors tendering for the works, it has been established that the proposed option provides the best value overall.	No Change
[BF07.02] Comment that the bridge and mechanism should be the best aesthetic option	✓			✓	The design of the bridge will be such that it sits well contextually and enhances rather than detracts from the local setting. This will be developed further as the design develops. Other types of bridges, such a bridge with above-deck counterweights, were discounted due to the visual impact of the counterweights themselves.	No Change
[BF07.03] Comment that the bridge and mechanism should be the best engineering option	✓			✓	In consultation with industry experts and contractors tendering for the works, the Applicant is satisfied that this form of bridge does present the best engineering solution in this case.	No Change

<p>[BF07.04]</p> <p>Comment that the bridge and mechanism should be the one that has the shortest raising time</p>	✓			✓	<p>The Applicant has investigated the cycle time for multiple moveable bridge types and found that the proposed bridge, for the navigable width considered, has one of the shortest raising times.</p>	No Change
<p>[BF07.05]</p> <p>Comment that the bridge and mechanism should be the one that causes least disruption during maintenance</p>	<p>[BF07.05.01]</p> <p>It should be the one that is easiest to maintain</p>	✓		✓	<p>The design of the bridge and its component elements will comply with relevant standards and good Industry practice, which will help ensure that the bridge is easy to maintain throughout its lifetime. The proposed form is “tried-and-tested”, and the mechanical and electrical equipment proposed is to be designed with ease of maintenance and replacement in mind. Having this equipment below the deck inside a chamber, inside which fixed access can be provided directly to the components themselves makes maintenance easier.</p>	No Change
	<p>[BF07.05.02]</p> <p>It should be the one that is most reliable</p>	✓		✓	<p>In consultation with industry experts and the appointed Contractor, the Applicant is satisfied that this form of bridge will be reliable and will be more reliable in the present circumstances than other bridge forms considered.</p>	No Change

<p>[BF07.06]</p> <p>Comment that the bridge and mechanism should be the one that raises highest and widest</p>				✓	<p>The proposed bascule bridge will raise such that the full width of the navigable channel between the faces of the fendering system can be used, with an unlimited air draught between these.</p>	No Change
<p>[BF07.07]</p> <p>Comment that the bridge and mechanism should be the one that has least impact on river flow</p>	✓				<p>The proposed bridge, with below-deck counterweights, will have greater impact on flow than a bridge with above-deck counterweights due to the knuckles extending from the river walls to house the bascule chambers. However, the impact on the river flow was investigated as part of the development of the design and found to be acceptable. Therefore, due to other considerations favouring an option with counterweights below deck, this was preferred.</p>	No Change
<p>[BF07.08]</p> <p>Comment that the bridge and mechanism should be the one least prone to collapse</p>	✓				<p>All bridges need to be designed to modern standards and this ensures that the likelihood of collapse is remote. The proposed double-bascule option is a simple form that is stable as each leaf has two lines of support at all times.</p>	No Change

<p>[BF07.09] Comment that the bridge and mechanism should be one that uses the least energy to raise</p>	<p>✓</p>			<p>A double-leaf bascule for the navigable width required results in shorter leaves and therefore less weight to lift and less wind to counteract when the leaves are raised. This results in less energy being required. The use of counterweights also reduces the amount of energy required to operate the bridge mechanism by balancing the weight of each leaf.</p>	<p>No Change</p>
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Comment expressing no preference regarding the type of raising mechanism							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF08.01] Comment expressing no preference regarding the type of raising mechanism	[BF08.01.01] General comment expressing no preference regarding the type of bridge and mechanism	✓				The Applicant notes these comments.	No Change
	[BF08.01.02] Comment suggesting that either type of bridge raising mechanism would be satisfactory	✓			✓	The Applicant notes these comments.	No Change

Comment expressing concern about the air draft of the bridge						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF09.01] Comment that the proposed air draft of the bridge will impact river vessels	✓			✓	A study was carried out at an earlier stage of the project to consider various bridge height/air draught values in relation to the vessels that use the port. This concluded that, in order to make a significant difference to the number of vessels being impacted and to reduce the frequency of raising, the bridge would have to be excessively high. There was no interim value of air draught that offered an optimum over the proposed 4.5m clearance, and therefore this was selected as it had benefits in terms of connecting to roads on either side of the river.	No Change
[BF09.02] Comment that the proposed air draft of the bridge will result in too many raisings	✓				To reduce the demand for bridge raisings, assessment work was undertaken to determine an optimal bridge height prior to the Outline Business Case submission. This gave regard to a number of considerations including: <ul style="list-style-type: none"> • the frequency of bridge raising; with a higher bridge generally resulting in a reduced frequency of raising; 	No Change

				<ul style="list-style-type: none"> • ensuring the new road and bridge is optimised in terms of its links with the existing road network, particularly the A47 and South Denes Road; • ensuring the new bridge is accessible and usable by pedestrians, cyclists and mobility impaired users. Guidance recommends a maximum gradient of 5%. • ensuring that the overall scheme costs are reasonable and that the scheme is good value for money. <p>The traffic modelling work undertaken for the Scheme assumes that the bridge will raise for all commercial river vessels and that the bridge will operate 24 hours a day, 7 days a week. The impact on both cost and benefits is reflected in the traffic modelling and economic work.</p>	
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Comment regarding the raising times of the bridge						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF10.01] Comment that the predicted times for the bridge to raise are under estimated	✓			✓	The raising times for the bridge are based on the bridge specification documents, historic data on vessel movements and the vessel simulation results.	No Change
[BF10.02] Comment that the predicted frequency of raisings for the bridge are under estimated	✓				The raising frequencies have been established from vessel movement information supplied by the port and include an estimate for future vessel increases.	No Change
[BF10.03] Comment that having the bridge raised for an average of 82mins a day is too much	✓				The raising times and frequency of raising for the bridge are based on the bridge specification documents, historic data on vessel movements and the vessel simulation results. This results in the calculation of the bridge being raised for an average of 82mins a day. However, this still means that the bridge is lowered to traffic for 22 hours and 38mins in each day.	No Change

<p>[BF10.04] Comment that the raising times for the bridge seem sensible</p>	<p>✓</p>				<p>As described above, the durations and frequencies are based on available data.</p>	<p>No Change</p>
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Comment expressing other concern about the bridge form						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF11.01] Comment expressing concern about the cost of the bridge	✓				In consultation with industry experts and contractors tendering for the works, it has been established that the proposed option provides the best value overall.	No Change
[BF11.02] Comment expressing concern about the visual impact of the bridge	✓				<p>The design of the bridge will be such that it sits well contextually and enhances rather than detracts from the local setting. Aesthetics are a major consideration in the design of the project. Design guidance has been prepared and will be referred to by the Contractor in designing the final solution. Other types of bridges, such a bridge with above-deck counterweights, were discounted due to the visual impact of the counterweights themselves.</p> <p>In addition to the bridge itself, the project aims to improve the public realm surrounding the bridge and the new link, and therefore consideration of aesthetics will not only apply to the bridge but to the surrounding area as well.</p>	No Change

<p>[BF11.03] Comment expressing concern that vessels are allowed to moor so close to the bridge</p>	<p>[BF11.03.01] Because vessels drifting under strong tides could impact the bridge</p>	<p>✓</p>				<p>The proximity of moorings would be subject to navigation risk assessment. The bridge structure will be designed to withstand accidental loading from vessels.</p>	<p>No Change</p>
<p>[BF11.04] Comment expressing concern about the counter weight chambers</p>	<p>[BF11.04.01] Because the counter weight chambers would be liable to flooding</p>	<p>✓</p>				<p>Chapter 12 of the Environmental Statement (document reference. 6.1) and the accompanying Appendix 12B (Flood Risk Assessment) assesses the potential impact of the Scheme on flood risk.</p> <p>The wall levels of the bascule counterweight chambers are above the calculated flood water level.</p>	<p>No Change</p>

Comment on the control tower						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF12.01] Not Used	-	-	-	-	Not Used	Not Used
[BF12.02] Comment suggesting Location 2b on Page 6 of the Consultation Brochure	✓				Location 2a has been discounted by the Applicant as the Scheme has developed due to the limited visibility of river traffic provided at this location. The Applicant's design team chose location 2c as the final location due to the limited space available for maintenance vehicles to access the tower during parts replacement at location 2b.	No Change
[BF12.03] Comment suggesting Location 2c on Page 6 of the Consultation Brochure	✓			✓	Location 2a has been discounted by the Applicant as the Scheme has developed due to the limited visibility of river traffic provided at this location. The Applicant's design team chose location 2c as the final location due to the limited space available for maintenance vehicles to	No Change

					access the tower during parts replacement at location 2b.	
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Comment on operating regime for the bridge						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF13.01] Comment that it is critical that the bridge raises on demand for commercial vessels				✓	The Scheme of Operation (Schedule 10 of the draft DCO, document reference 3.1) outlines that with the exception of a specified event, the bridge will be raised in sufficient time to allow the safe and unhindered passage of a vessel through the bridge. A vessel is defined as any vessel navigable on the River Yare and includes all warships, foreign warships, and any vessel employed on Government service but does not include recreational vessels.	No Change
[BF13.02] Concern that the bridge will not raise on demand for leisure vessels	✓				The bridge will not raise on demand for leisure vessels. The Scheme of Operation (Schedule 10 of the draft DCO, document reference 3.1) details the process that leisure vessels (or recreational vessels) will need to undertake in regard to bridge raisings. The Applicant has included vessel waiting facilities for the leisure vessels to utilise whilst waiting for the next bridge raising.	No Change

[BF13.03] Comment regarding the time taken for the bridge to raise and the frequency of raising	[BF13.03.01] Concern that the bridge will take 1 hour to raise in the event of a failure and this is too long				✓	The Applicant notes these comments but believes that the 1 hour raising time is realistic.	No Change
	[BF13.03.02] Concern that the commitment for the bridge to raise in 1 hour in the event of failure is not realistic	✓				The Applicant notes these comments but believes that the 1 hour raising time is realistic.	No Change
	[BF13.03.03] Comment that although the bridge will be raised an average of 82 minutes a day, the effects are much longer as traffic takes time to return to free flow conditions					✓	A comprehensive modelling exercise has been undertaken in order to assess the impacts of the forecast bridge raisings, including the build-up and dissipation of queues. The results are recorded in the Transport Assessment (document reference. 7.2). This demonstrates that the proposed infrastructure can accommodate the queues without blocking back through adjacent junctions. The traffic signal junction will operate a flexible control strategy in order for it the respond to vehicle demands, and as

						such will minimise the time taken to clear queuing traffic following a bridge raising.	
	[BF13.03.04] Comment that although the bridge will be raised an average 82 minutes a day, the effects are much longer because vehicles will have to take an alternative route much further in advance of the bridge				✓	A comprehensive modelling exercise has been undertaken in order to assess the impacts of the forecast bridge raisings, including the impacts of drivers who choose to divert. This demonstrates that the existing road network can accommodate the diverted trips without a significant adverse impact. The results are recorded in the Transport Assessment (document reference. 7.2).	No Change
	[BF13.03.05] Concern that whilst the bridge will lift within 1 hour of a problem, the time for repair will take much longer and will impact vessels				✓	The default position will actually be that if the bridge fails it remains raised to river traffic.	No Change

<p>[BF13.04] Concern that the bridge will not be maintained properly</p>				✓	<p>The bridge will be designed in line with modern Industry Standards and good practice, which require consideration of maintenance at the onset. This ensures that elements are durable with minimal maintenance, and that, where maintenance is anticipated to be required during the life of the bridge, provision is made to facilitate this. For example, within the bascule chambers, ready access will be provided to the mechanical and electrical components of the lifting mechanism such that they can be accessed, inspected and maintained easily.</p>	<p>No Change</p>
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Suggested changes to the bridge form proposals						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[BF14.01] Suggestion that vessels that regularly use the river should be asked to have retractable aerals fitted	✓				For the vast majority of commercial vessels a retractable aerial would not reduce air draft sufficiently to avoid a bridge raising.	No Change
[BF14.02] Suggestion to increase the air draft of the bridge	✓			✓	A study was carried out at an earlier stage of the project to consider various bridge height/air draught values in relation to the vessels that use the port. This concluded that, in order to make a significant difference to the number of vessels being impacted and to reduce the frequency of raising, the bridge would have to be excessively high. There was no interim value of air draught that offered an optimum over the proposed 4.5m clearance. Therefore this was selected as it had benefits in terms of connecting to roads on either side of the river.	No Change
[BF14.03] Suggestion that the river should not be narrowed	✓			✓	If a significantly wider navigation channel is used, the extra length of the leaves will be heavier and be subjected to greater wind load when raised, which would increase the raising	No Change

					time. The effects of narrowing of the river has been investigated and this will continue with development of the design to ensure that any impact on flow, flooding or scour and accretion is acceptable or adequately mitigated.	
[BF14.04] Suggestion that the method of booking raisings should be by VHF radio rather than telephone	✓				Details regarding the method of booking may be found in Schedule 10, Part 2 (document reference 3.1).	No Change
[BF14.05] Suggestion to only raise the bridge during less busy traffic times	✓				The bridge will require to be raised on demand for commercial river vessels to avoid disruption to the port operation.	No Change
[BF14.06] Suggestions that measures be provided to prevent suicide attempts	✓	✓			1.4m tall metal parapets will be provided along the edges of the bridge and its approaches. The design of the parapet will be such that it is not readily climbable, to deter people from jumping. CCTV will be provided over the bridge.	No Change
[BF14.07] Suggestion to also bridge over South Denes Road to provide a higher air draft	✓				One of the aims of the Scheme is to enhance linkage with the strategic road network and the employment areas of the port and surrounding land on the peninsula. To achieve this, it is considered that the Scheme	No Change

					should link to South Denes Road, which leads to both the port and the town centre.	
[BF14.08] Suggestions to provide a method for hand raising of the bridge in case of mechanical failure	✓				Backup systems will be in place in case the main systems fail. These will be able to maintain the bridge in operation, albeit perhaps with a longer operating cycle until normal operation can be established.	No Change
[BF14.09] Suggestion to provide a bridge with counter weights below ground but without narrowing the river				✓	<p>If the structures accommodating the counterweights and lifting plant were moved onto the shore such that no narrowing of the river is required, the length of each leaf would need to extend, increasing the weight and attracting greater load from the wind when raised. This would result in a need for larger actuators requiring more energy to operate the bridge, and the raising time would increase.</p> <p>If a similar bridge to that proposed was built without chambers, the size of the counterweight would have to be reduced. This reduces its effectiveness in balancing the weight of the nose, with the same outcome as the above.</p>	No Change

<p>[BF14.10]</p> <p>Suggestion that the bridge raising mechanism should be a rolling system like the bridge in Lowestoft</p>	✓				<p>A concept for a rolling bascule bridge as currently proposed for the Lake Lothing bridge scheme was considered but discounted for the Third River Crossing. Such bridges are generally seen in a single leaf configuration, with the nose resting on an abutment on the opposite side to the mechanism. Given the span at Great Yarmouth, a double-leaf arrangement is considered preferable. The Scheme is also considered preferable visually, to a scheme with counterweights above deck.</p> <p>There are other types of rolling bascule bridge that use below deck counter weights. However, the Applicant considers that they offer no significant advantage over the Scheme proposals.</p>	No Change
<p>[BF14.11]</p> <p>Suggestion to provide high level pedestrian bridge as well as the Proposed Scheme</p>				✓	<p>The Applicant is not intending to provide any new high-level pedestrian bridges as part of the Scheme.</p>	No Change
<p>[BF14.12]</p> <p>Suggestion to provide good quality lighting on the bridge to improve its appearance at night</p>	✓				<p>The Scheme has been designed to provide functional and safe lighting for both vehicles and NMUs. The Applicant is not intending to</p>	No Change

					provide architectural lighting as part of the Scheme.	
[BF14.13] Suggestion to paint the bridge orange to recognise Dutch connections	✓				The colour palette to be used for the bridge will be considered as part of the development of the design.	No Change
[BF14.14] Suggestion to provide a single leaf bridge rather than a double leaf bridge	✓				The length of the leaf in the case of a single leaf bascule bridge would have been subject to much greater loads during raising, resulting in the need for much larger plant / equipment and in a longer raising time.	No Change
[BF14.15] Suggestion that the bridge should be visually appealing				✓	The Applicant has focused on meeting or exceeding the standards for the following throughout the design process; <ul style="list-style-type: none"> • safety and accessibility for bridge constructors, users, maintainers and operators, • reliability and durability, • maintainability, • energy efficiency, • cost-effective construction that limits disruption to land and river traffic, • visual compatibility with surrounding area, • environmental responsibility. 	No Change

<p>[BF14.16] Suggestion that the bridge should remain free to use by river vessels and/or highway vehicles</p>	<p>✓</p>				<p>The Applicant is not proposing to charge highway vehicles to use the bridge or for raising the bridge to river vessels.</p>	<p>No Change</p>
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Table 9-12: Matters raised regarding 'Bridge Form'

9.7 Key Matters Arising – Highway Design

9.7.1 The graph and following tables below show the breakdown of overall comments on the highway design proposals for the scheme.

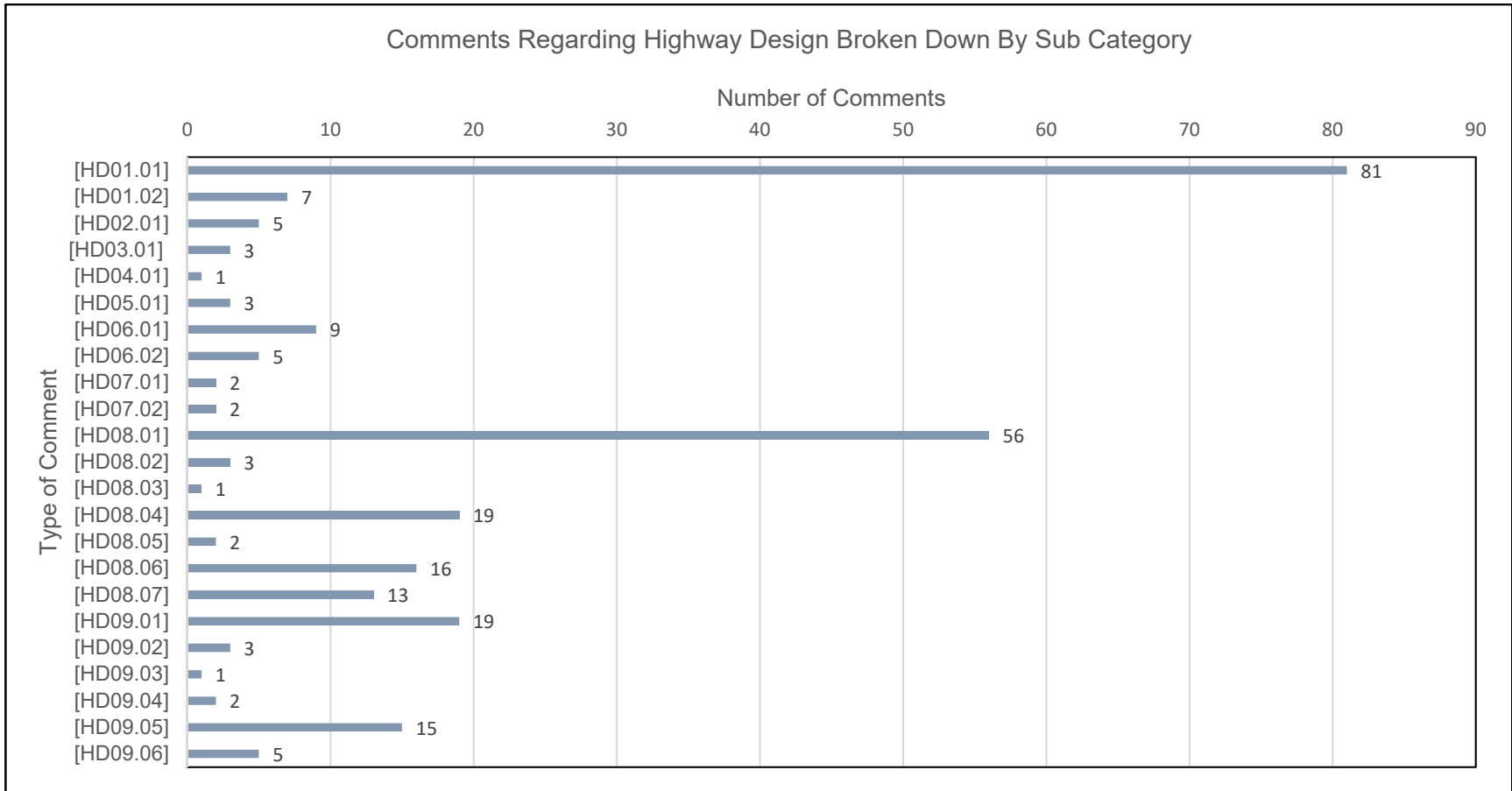


Figure 9-6: Responses regarding 'Highway Design'

Comment in support of the proposals for highway design	
[HD01.01]	General comment in support of the proposals for highway design
[HD01.02]	Comment in support of the proposals for highway design because.....
Comment not in support of the proposals for highway design	
[HD02.01]	General comment not in support of the proposals for highway design
Neutral comment on the highway design or it is not relevant to the responder	
[HD03.01]	General comment that the responder is indifferent to the highway design
Comment on vertical and horizontal alignment of the carriageways	
[HD04.01]	Comment on alignment of William Adams Way
Comment on the drainage proposals	
[HD05.01]	General Comment on the need to provide effective drainage
Comment on the proposed junctions	
[HD06.01]	Comment regarding William Adams Way Roundabout
[HD06.02]	Comment regarding South Denes Road Signalised Junction
Comment of parking restrictions	
[HD07.01]	Concern regarding the extent of parking restrictions on the South Denes Road approaches to the signalised junction (effects on local businesses)
[HD07.02]	Concern regarding the loss of parking near Cromwell Road/Bollard Quay
Comment on the proposed variable message signs	
[HD08.01]	General comment that the variable message signs are needed
[HD08.02]	Comment that the variable message signs are needed because.....

[HD08.03]	General comment that the variable message signs are not needed
[HD08.04]	Comment that the variable message signs are not needed because.....
[HD08.05]	Comment that the responder is indifferent to the proposed variable message signs because.....
[HD08.06]	Comment on the design of the variable message signs
[HD08.07]	Comment on the locations of the variable message signs
Suggested changes to the highway design proposals	
[HD09.01]	Suggested changes to the William Adams Way Roundabout
[HD09.02]	Suggested changes to the Harfrey's Roundabout
[HD09.03]	Suggested changes to the Gapton Hall Roundabout
[HD09.04]	Suggested changes to parking
[HD09.05]	Suggested changes to the South Denes Road Signalised Junction
[HD09.06]	Other suggested changes to the highway design proposals

Table 9-13: Chart key for responses regarding 'Highway Design'

- 9.7.2 Figure 9-6 above indicates that the number of written comments in support of the proposed highway design was greater than those not in support of the proposed highway design.
- 9.7.3 The most frequent comments made were regarding the proposed variable message signs with the majority of these suggesting that they are needed.
- 9.7.4 The most frequently suggested changes to the proposed highway design were:
- Changes to the design and locations of the variable message signs (Codes HD08.06 and HD08.07);
 - Changes to the William Adams Way Roundabout (Code HD09.01);
 - Changes to the South Denes Road Signalised Junction (Code HD09.05).

9.7.5 Table 9-14 below provides a breakdown of the written comments made concerning 'Highway Design' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment in support of proposals for highway design						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD01.01] General comment in support of the proposals for highway design	✓	✓		✓	The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change
[HD01.02] Comment in support of the proposals for highway design because.....	[HD01.02.01] A two-lane dual carriageway has been provided	✓			A dual carriageway has been provided on the realigned William Adams Way and the link over the River Yare.	No Change
	[HD01.02.02] Adequate signage will be provided		✓		The Applicant notes these comments and confirms that direction signing will form part of the detailed design proposals.	No change
	[HD01.02.03] Adequate lighting will be provided		✓		The Applicant has designed the lighting to the relevant standards and legislation.	No change

	<p>[HD01.02.04] No bus stops and taxi ranks are provided on the bridge.</p>		✓			<p>The Applicant notes these comments and confirms that bus stops and taxis ranks are not proposed on the bridge.</p>	<p>No change</p>
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Comment not in support of the proposals for highway design						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD02.01] General comment not in support of the proposals for highway design	✓				The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change

Neutral comment on the highway design or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD03.01] General comment that the responder is indifferent to the highway design	✓			✓	The Applicant notes these comments.	No Change

Comment on vertical and horizontal alignment of the carriageways							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD04.01] Comment on alignment of William Adams Way	[HD04.01.01] The route to access the bridge crossing from Southtown Road is too onerous	✓				The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change

Comment on the drainage proposals						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD05.01] General Comment on the need to provide effective drainage	✓			✓	The proposed surface water system will capture all proposed and existing surface water flooding. The overall principle of the Scheme will be to reduce flood risk within the area. Attenuation storage will also be included within the drainage design.	No Change

Comment on the proposed junctions							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD06.01] Comment regarding William Adams Way Roundabout	[HD06.01.01] Suggestion that there should only be two circulatory lanes	✓				The Scheme provides two circulatory lanes on the proposed roundabout.	No Change
	[HD06.01.02] Comment in support of the roundabout				✓	The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change
	[HD06.01.03] Comment not in support of the roundabout	✓				The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change

	[HD06.01.04] Concern about the safety of pedestrians and cyclists				✓	Pedestrian and cycling facilities have been provided as part of the Scheme. Controlled crossing facilities have also been provided to assist non-motorised users access the new bridge.	No Change
	[HD06.01.05] Concern whether it will cope with the volume of traffic	✓			✓	The Scheme and the connections to the existing network, including the proposed new roundabout on William Adams Way have been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change
	[HD06.01.06] Concern regarding how people will cross the carriageways	✓				At William Adams Way roundabout new toucan crossing facilities crossing facilities are being provided on the arms of William Adams Way (south), the arm of the bridge crossing and Suffolk Road. This connects with existing pedestrian and cycle routes along Suffolk Road, Beccles Road and William Adams Way.	No Change

[HD06.02] Comment regarding South Denes Road Signalised Junction	[HD06.02.01] Comment in support of the multi lane approaches	✓				Multilane approaches have been provided to improve the operation of the junction.	No Change
	[HD06.02.02] Comment in support of the reversal of the one-way on Sutton Road	✓				The traffic movement was reversed on Sutton Road and Swanston's Road to simplify the junction and improve its operation.	No Change
	[HD06.02.03] Comment that there is an existing strategic planned rail alignment running along the west side of South Denes Road which would need to be accommodated in the long term	✓				The reintroduction of a rail route down the west side of South Denes Road linking the railway station to the southern end of the South Denes peninsula is not part of any future transport plans. In fact, the Vauxhall Bridge, which forms part of this link, has recently been the subject of improvements to promote it as part of a key walking and cycling route, rather than as part of the rail network.	No Change

	[HD06.02.04] Comment that this is not an appropriate junction for this location	✓				An options appraisal has been undertaken to determine that the junction proposed is adequate.	No Change
	[HD06.02.05] Concern that this form of junction will cause congestion	✓				A comprehensive modelling exercise has been undertaken in order to assess the impacts of the scheme, including the operation of the proposed signal junction. This demonstrates that the proposed junction form can accommodate the forecast traffic and queues without blocking back through adjacent junctions. The traffic signal junction will operate a flexible control strategy in order for it to respond to vehicle demands, and as such will minimise the time taken to clear queuing. The results are recorded in the Transport Assessment (document reference. 7.2).	No Change

Comment of parking restrictions						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD07.01] Concern regarding the extent of parking restrictions on the South Denes Road approaches to the signalised junction (effects on local businesses)				✓	Waiting restrictions are proposed on the approaches to South Denes Road Signalised Junction. These are required to allow for the efficient operation of the junction. However, the Applicant has endeavoured to limit the extents of these restrictions on the eastern side of South Denes Road so that they do not extend to outside these businesses. The Applicant is proposing limited waiting restrictions outside these businesses to discourage long term parking at this location. The parking restrictions for the Scheme can be found in the Traffic Regulation Measures Plans (document reference 2.3).	No Change
[HD07.02] Concern regarding the loss of parking near Cromwell Road/Bollard Quay	✓			✓	As part of the Scheme development the Applicant has endeavoured to keep the loss of parking to a minimum and has	No Change

					provided further parking on Cromwell Road.	
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Comment on the proposed variable message signs							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD08.01] General comment that the variable message signs are needed		✓			✓	The variable message signs system will inform drivers that the bridge is or will be raised. This will enable drivers to make a choice to divert their route and thus reduce the number of vehicles queuing and waiting for the bridge to lower to traffic.	No Change
[HD08.02] Comment that the variable message signs are needed because.....	[HD08.02.01] They will help traffic congestion	✓			✓	The variable message signs system will inform drivers that the bridge is or will be raised. This will enable drivers to make a choice to divert their route and thus reduce the number of vehicles queuing and waiting for the bridge to lower to traffic.	No Change
[HD08.03] General comment that the variable message signs are not needed		✓				The variable message signs system will inform drivers that the bridge is or will be raised. This will enable drivers to make a choice to divert their route and thus reduce the number of vehicles queuing and waiting for the bridge to lower to traffic.	No Change

[HD08.04] Comment that the variable message signs are not needed because.....	[HD08.04.01] Of the infrequent number of lifts/time taken to lift the bridge	✓				Extensive river vessel movement data has been analysed in order to estimate the frequency and duration of bridge lifts on a typical weekday. This indicates that on average the bridge will be raised to traffic 15 times on a typical weekday.	No Change
	[HD08.04.02] They are too costly and the money could be spent on something else	✓			✓	In respect to the relative costs of the bridge construction works, the variable message signs and the provision of information to the public is considered good value for money and is normally well received by the public.	No Change
	[HD08.04.03] They will cause more accidents and confusion	✓				Looking at previous variable message signs case studies, there is no evidence of this being the case. The variable message signs equipment and message sets are designed within guidelines and are fit for purpose.	No Change
	[HD08.04.04] They have been used in other areas and have failed	✓			✓	Looking at previous variable message signs case studies there is no evidence of this being the case. The variable message signs equipment and message sets are designed within guidelines and are fit for purpose. There	No Change

						is evidence of successful operations with other messaging schemes.	
[HD08.05] Comment that the responder is indifferent to the proposed variable message signs because.....	[HD08.05.01] The responder does not have enough knowledge to comment	✓			✓	The Applicant notes these comments. The consultation documents aimed to provide information in a form that could be understood by members of the public.	No Change
[HD08.06] Comment on the design of the variable message signs	[HD08.06.01] They need to be up to date	✓			✓	The Applicant agrees with this comment, as the utility is rapidly diminished by inaccurate information, eroding the confidence of the variable message signs for the public.	No Change
	[HD08.06.02] They need to have clear messages	✓			✓	The Applicant agrees with this comment, as the utility is rapidly diminished by inaccurate information, eroding the confidence of the variable message signs for the public.	No Change
	[HD08.06.03]				✓	The Applicant agrees with this comment, as the utility is rapidly diminished by inaccurate information,	No Change

	They need to be properly maintained					eroding the confidence of the variable message signs for the public.	
	[HD08.06.04] They need to be synchronized with the raising of the other two bridges	✓				Though ideally this would be the case, it is not paramount to operation. If the messages are clear and relate only to the new crossing, it is up to the public as to what they do with the information. Additionally, this depends upon the bridge raisings being coordinated. This would need to form part of the wider strategy for congestion management across Great Yarmouth.	No Change
	[HD08.06.05] They would not influence my journey	✓				Noted. However, this may influence other journeys and other road users may wish to take advantage of them.	No Change
	[HD08.06.06] They should be kept as small as possible and their lights should not affect nearby properties				✓	The Applicant has included this requirement in the specification for the variable message signs.	No Change

	[HD08.06.07 They need to be clear that access to the Kingsgate Community Centre and Haven Vets is via William Adams Way				✓	The Applicant will consider the proposals for this permanent directional signing (including the destinations) as part of the detailed design of the Scheme.	No Change
[HD08.07] Comment on the locations of the variable message signs	[HD08.07.01] Need variable message signs near the White Horse Roundabout to capture those coming from Gorleston High Street	✓				Traffic from Gorleston wishing to access the lower peninsula area of Great Yarmouth is unlikely to save time by diverting and are therefore likely to wait. It is considered unlikely that enough traffic, on either Church Road or Burgh Road, approaches this roundabout to utilise the information and make the variable message signs cost effective.	No Change
	[HD08.07.02] Need variable message signs far enough away to allow drivers and pedestrians	✓				The locations proposed satisfy this criterion. The current variable message sign locations proposed are at key strategic points.	No Change

	to take alternative routes						
	[HD08.07.03] Need variable message signs on the South Denes Road approach to the bridge	✓				Noted. However, commercial traffic from the port using this road will be encouraged to wait for the new bridge to lower rather than take an alternative route through the town centre.	No Change
	[HD08.07.04] Need variable message signs on the A47 between Blofield and Acle	✓				Given the average closing time for the crossing a variable message sign at this location would be ineffectual. This is because the information would be irrelevant by the time the driver got to the bridge.	No Change
	[HD08.07.05] Need variable message signs positioned at every entry road onto Harfrey's Roundabout	✓				Having a variable message sign on every approach to this roundabout is considered inefficient. The southbound approach is covered, for the majority of traffic, by variable message signs situated to the north of the town (variable message signs 2 and 3). As a result an additional sign is not considered cost effective	No Change

						<p>It is considered unlikely that enough traffic on the eastbound industrial estate approach to the Harfrey's roundabout would utilise the information as to make the variable message signs cost effective.</p> <p>The northbound approach does have a proposed variable message sign.</p> <p>The variable message sign locations are shown on page 14 of the Consultation Brochure (contained in Appendix G-2).</p>	
	[HD08.07.06] Need variable message signs at Fullers Hill Roundabout including its Lawn Avenue approach				✓	<p>The variable message sign locations 2 and 3 would cover Fullers Hill Roundabout.</p> <p>The variable message sign locations are shown on page 14 of the Consultation Brochure (contained in Appendix G-2).</p>	No Change
	[HD08.07.07] Need variable message signs on local routes from Gorleston	✓				<p>Traffic from Gorleston wishing to access the lower peninsula area of Great Yarmouth is unlikely to save time by diverting and are likely to wait for the bridge to lower.</p>	No Change

	[HD08.07.08] Need variable message signs on A47 to the south of the Proposed Scheme	✓				The variable message sign sited on the A47 northbound approach to the Harfrey's Roundabout (location 1) provides bridge information at the first decision point. Any variable message sign further south would not add any additional informational value. The variable message sign locations are shown on page 14 of the Consultation Brochure (contained in Appendix G-2).	No Change
	[HD08.07.09] Need variable message signs on A149 Caister Bypass				✓	The variable message sign sited on the southbound North Quay approach to the Fuller's Hill roundabout (location 5) provides bridge information at the first decision point. Any variable message sign further north would not add any additional informational value. The variable message sign locations are shown on page 14 of the Consultation Brochure (contained in Appendix G-2).	No Change

Suggested changes to the highway design proposals							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[HD09.01] Suggested changes to the William Adams Way Roundabout	[HD09.01.01] It should be traffic signalled	✓				The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change
	[HD09.01.02] Reduce the number of arms	✓				The arms are required to maintain access to the local network.	No Change
	[HD09.01.03] Don't put traffic signals/cycle crossings on the roundabout	✓			✓	Controlled crossings are needed to provide safe crossing facilities for pedestrians and cyclists. The crossings have been located at an appropriate distance from the roundabout to avoid blocking of the roundabout.	No Change
	[HD09.01.04] Improve access to and from	✓			✓	The Scheme ties into the existing Suffolk Road and maintains the existing one way on the road.	No Change

	Suffolk Road to make it two-way						
	[HD09.01.05] Reduce its size	✓				The roundabout has been sized to provide adequate capacity and achieve the necessary deflection required for all arms.	No Change
	[HD09.01.06] Provide yellow hatched box to prevent cars queuing on the roundabout blocking the access from the Kingsgate Community Centre				✓	The exact layout of the road markings on the new roundabout will be considered at the detailed design stage.	No Change
	[HD09.01.07] Don't provide a roundabout here	✓				An options appraisal has been undertaken to determine that the junction proposed is adequate.	No Change
	[HD09.01.08] Make Suffolk Road an access onto the	✓				The Scheme ties into the existing Suffolk Road and maintains the existing one way on the road.	No Change

	roundabout rather than an exit from it						
[HD09.02] Suggested changes to the Harfrey's Roundabout	[HD09.02.01] Provide a left turn slip road into William Adams Way to maintain north-south flow on A47	✓			✓	The results of the traffic modelling do not indicate the need for a left turn slip road and such a facility would impact on the Kingsgate Community Centre.	No Change
	[HD09.02.02] Improve drainage here	✓				Harfrey's roundabout is outside the Application Site therefore no changes can be made to the existing drainage provisions.	No Change
[HD09.03] Suggested changes to the Gapton Hall Roundabout	[HD09.03.01] Remove the traffic signals				✓	<p>The Third River Crossing scheme does not include any changes at this roundabout which is remote from the location of the bridge and its associated roadworks. The impact of the scheme is to reduce traffic levels at Gapton Hall Roundabout.</p> <p>Gapton Hall Roundabout is on the A47 which is a trunk road and the responsibility of Highways England. In view of this any changes to remove the</p>	No Change

						traffic lights would need to be carried out by them.	
[HD09.04] Suggested changes to parking	[HD09.04.01] Provide parking on either side of the bridge to encourage people to then walk across the bridge	✓				It is not proposed to provide parking on either side of the bridge. Parking provision would require extensive land take.	No Change
	[HD09.04.02] Provide parking for residents of Cromwell Road				✓	As part of the Scheme development the Applicant has endeavoured to keep the loss of parking to a minimum and has provided further parking on Cromwell Road.	No Change
[HD09.05] Suggested changes to the South Denes Road Signalised Junction	[HD09.05.01] It should be a roundabout	✓			✓	An options appraisal has been undertaken to determine that the junction proposed is adequate.	No Change
	[HD09.05.02] The multi lane approaches should extend	✓				The lengths of the multi-lane approaches have been informed by the detailed transport modelling undertaken.	No Change

	back further from junction						
	[HD09.05.03] It should not have pedestrian/cycle crossing phases	✓				For the safety of pedestrians and cyclists, signalised crossing facilities are provided at South Denes Junction. However, the staggered arrangement of crossing facilities removes the need for a separate all red pedestrian/cycle phase at this junction.	No Change
	[HD09.05.04] It should be easy to understand				✓	A local signing strategy will be included in the final detailed design.	No Change
	[HD09.05.05] Provide slip road off the raised section at 2 (on the Consultation Brochure Page 9) to an underpass of South Denes Road cutting a little further into Sutton Road, then arcing right to join South				✓	A grade separated junction would have a prohibitive cost, require excessive land take and will cause visual intrusion. Transport modelling undertaken shows an at grade junction is adequate.	No Change

	Denes Road before Swanston's Road. Then another slip road as projected (picture included) will filter traffic from South Denes onto new crossing						
[HD09.06] Other suggested changes to the highway design proposals	[HD09.06.01] Make the new link road single carriageway rather than dual carriageway	✓				The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change
	[HD09.06.02] Provide clear signs indicating the vertical clearance of the bridge over Southtown Road	✓				A local signing strategy will be included in the final detailed design.	No Change

	[HD09.06.03] Ensure pedestrian refuges do not block access/egress to and from nearby premises				✓	Consideration has been given to the interface between the Scheme and nearby premises to avoid blocking of access/egress.	No Change
	[HD09.06.04] Ensure that raised central a refuge is provided on the bridge to provide protection for pedestrians		✓			<p>A central refuge area is not proposed along the whole length of the bridge. However at locations where provision has been made for non-motorised users to cross the carriageway, refuge areas or crossing facilities have been provided.</p> <p>Vehicle Restraint Systems have been provided at the carriageway edge to the north and south. These have been provided to segregate traffic from NMUs and prevent NMUs crossing except at the designated crossing points. Therefore it is not deemed necessary to provide a raised central refuge throughout the length of the bridge.</p>	No Change

Table 9-14: Matters raised regarding 'Highway Design'

9.8 Key Matters Arising – Public Realm

9.8.1 The graph and following tables below show the breakdown of overall comments on the public realm proposals for the Proposed Scheme.

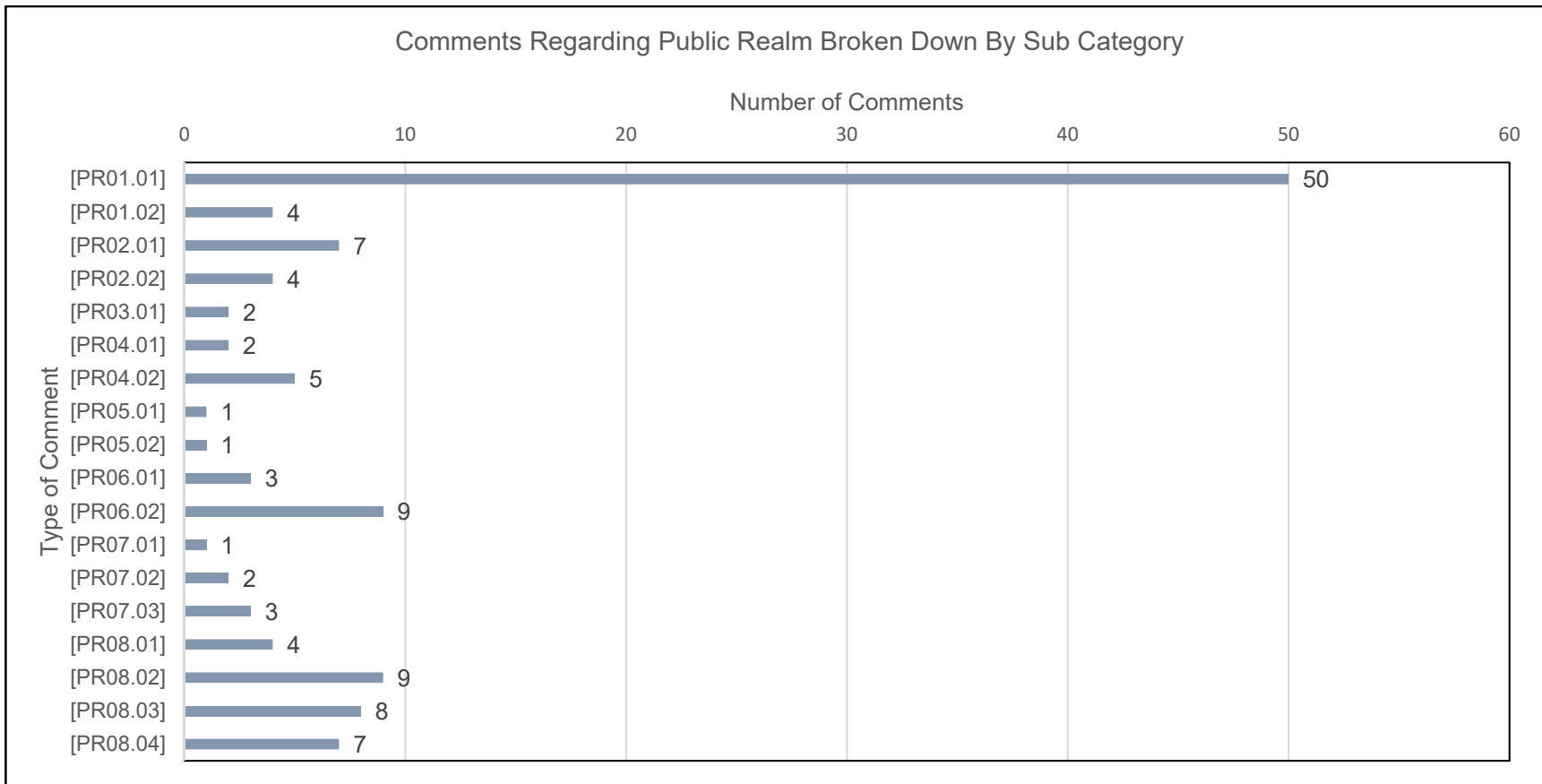


Figure 9-7: Responses regarding 'Public Realm'

Comment in support of the proposals for the public realm	
[PR01.01]	General comment in support of the public realm proposals
[PR01.02]	Comment in support of the public realm proposals because.....
Comment not in support of the proposals for the public realm	
[PR02.01]	General comment not in support of the public realm proposals
[PR02.02]	Comment not in support of the public realm proposals because.....
Neutral comment on the public realm proposals or it is not relevant to the responder	
[PR03.01]	General comment that the responder is indifferent to the public realm proposals
Comment on the proposals for landscaping	
[PR04.01]	Comment that the landscaping needs to have good quality planting
[PR04.02]	Comment that areas need as many trees as possible
Comment on maintenance	
[PR05.01]	Comment that residents could adopt areas as community gardens
[PR05.02]	Comment that the areas need to be well maintained
Comment on the public realm proposals at a specific location	
[PR06.01]	Comment on public realm proposals for Bollard Quay
[PR06.02]	Comment on public realm proposals for William Adams Way Roundabout

Comment on anti-social behaviour	
[PR07.01]	General comment expressing concern about anti-social behaviour in the public realm areas
[PR07.02]	Comment that the public realm areas need to be open areas to avoid anti-social behaviour
[PR07.03]	Comment that the public realm areas need to be well lit
Suggested changes to the public realm proposals	
[PR08.01]	Suggestion to also improve other specific areas
[PR08.02]	Suggestion for a sculpture or other street furniture
[PR08.03]	Suggestion to improve landscaping
[PR08.04]	Other suggested changes to the public realm proposals

Table 9-15: Chart key for responses regarding 'Public Realm'

- 9.8.2 Figure 9-7 above indicates that the number of written comments to support of the public realm proposals was greater than those not in support of the public realm proposals.
- 9.8.3 The most frequent other comments made were regarding the need to provide as many trees as possible within the landscaping areas (Code PR04.02) and concern about the proposed landscaping area in the centre of the William Adams Way Roundabout (Code PR06.02).
- 9.8.4 The most frequently suggested changes to the proposed highway design were:
- Suggestion for a sculpture or other street furniture (Code PR08.02);
 - Suggestion to improve landscaping (Code PR08.03).
- 9.8.5 Table 9-16 below provides a breakdown of the written comments made concerning 'Public Realm' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables

identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment in support of the proposals for the public realm							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[PR01.01] General comment in support of the public realm proposals		✓			✓	The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context.	No Change
[PR01.02] Comment in support of the public realm proposals because.....	[PR01.02.01] It will make the area more attractive	✓				The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context.	No Change
	[PR01.02.02] It provides space for the allotments	✓				The Scheme design aims to incur as little impact on private properties as is practicable and includes the replacement of the allotments on the north side of Queen Anne's Road that are affected by the Scheme.	No Change

Comment not in support of proposals for the public realm						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[PR02.01] General comment not in support of the public realm proposals	✓				The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context.	No Change
[PR02.02] Comment not in support of the public realm proposals because.....	[PR02.02.01] These will only be used by a limited amount of people or will not be used	✓		✓	The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context. As the Scheme is intended to alleviate congestion on the Strategic Road Network, it will be providing a key new route for Great Yarmouth. By providing safe and convenient routes in the public realm, more sustainable modes of transport (walking and cycling) are encouraged. The crossing's setting between residential and industrial land uses requires careful consideration to the appropriateness of the public realm design to ensure areas around the new structure are safe and pleasant and discourage anti-social behaviour.	No Change

Neutral comment on the public realm proposals or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[PR03.01] General comment that the responder is indifferent to the public realm proposals	✓				The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context.	No Change

Comment on the proposals for landscaping						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[PR04.01] Comment that the landscaping needs to have good quality planting	✓			✓	The landscape design is appropriate to its setting and proximity to the highway, with new tree planting provided where practicable on the Scheme within the constraints and safety requirements.	No Change
[PR04.02] Comment that areas need as many trees as possible	✓			✓	The landscape design is appropriate to its setting and proximity to the highway, with new tree planting provided where practicable on the Scheme within the constraints and safety requirements.	No Change

Comment on maintenance						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[PR05.01] Comment that residents could adopt areas as community gardens	✓				The Applicant welcomes local support and sense of ownership for the Scheme design. The ongoing maintenance of the landscape design will be undertaken by the relevant local authority although this does not preclude the involvement of the local community.	No Change
[PR05.02] Comment that the areas need to be well maintained				✓	The ongoing maintenance of the Landscape design will be undertaken by the relevant local authority.	No Change

Comment on public realm proposals at a specific location							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[PR06.01] Comment on public realm proposals for Bollard Quay	[PR06.01.01] Comment in favour of the improvements here	✓			✓	The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context. Bollard Quay offers an opportunity for quality public realm, celebrating its proximity to the River Yare and the raising mechanism of the bridge.	No Change
	[PR06.01.02] Comment not in favour of the improvements here	✓				The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context.	No Change
[PR06.02] Comment on public realm proposals William Adams Way Roundabout	[PR06.02.01] Comment that this not a good location for public realm improvements	✓			✓	The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context. In this location, the proposed roundabout provides a key connection of the Scheme to the A47 Harfrey's Roundabout and surrounding residential and industrial areas. The public realm design aims to soften these connections	No Change

						and ensure safety and comfort of all users, therefore making it an important component of the Scheme design.	
	[PR06.02.02] Comment in favour of landscaping here	✓				The landscape and public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context.	No Change
	[PR06.02.03] Comment on the need to keep planting to a minimum here to provide drivers with good sight lines	✓				The landscape and public realm design considers its proximity to the highway and provides planting where practicable without compromising the safety and functionality of the highway. A suitable landscape maintenance plan will ensure planting does not cause sightline issues.	No Change

Comment on anti-social behaviour						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[PR07.01] General comment expressing concern about anti-social behaviour in the public realm areas	✓				The public realm design aims to minimise anti-social behaviour as so as is practicable by ensuring spaces are sufficiently lit and structures to not create areas for such behaviour. The Scheme's setting in an urban environment provides natural surveillance from the users of this route. The operation of the raising span of the bridge requires a 24-7 manned Control Tower and CCTV for safe operation which contributes to the precautions made to prevent inappropriate behaviour made here.	No Change
[PR07.02] Comment that the public realm areas need to be open areas to avoid anti-social behaviour	✓				The public realm design aims to minimise anti-social behaviour as far as is practicable by ensuring spaces are sufficiently lit and structures to not create areas for such behaviour.	No Change

<p>[PR07.03] Comment that the public realm areas need to be well lit</p>	✓			✓	<p>Appropriate lighting will be provided to ensure the Scheme is safe for all users during hours of darkness. Lighting design for the Scheme is constrained by its location near residential properties and over an operational port where overspill and glare must be kept to a minimum.</p>	No Change
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Suggested changes to the public realm proposals							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[PR08.01] Suggestion to also improve other specific areas	[PR08.01.01] The area around the Nelson Monument and beachfront	✓				This area is beyond the order limits of the Scheme and therefore cannot form part of the works for this project but may be considered by the local authority for future works.	No Change
	[PR08.01.02] Provide cafes and shops along the riverside				✓	The Scheme does not preclude the consideration of commercial uses and hospitality on Bollard Quay, though the Scheme will not include this as part of its works. Only land necessary for facilitating the construction, operation and maintenance of the Scheme has been included in the Order Limits. Bollard Quay is currently leased by Great Yarmouth Port Company Limited, the introduction of cafes and shops may conflict with the current designation of the land through the Local Plan.	No Change
	[PR08.01.03]	✓				This area is beyond the Order Limits of the Scheme and therefore will not be subject to changes through this project.	No Change

	Provide improvements on Main Cross Road					Traffic modelling does not demonstrate a need for works on this road as part of the Scheme, though the relevant local authority could consider this in the future.	
[PR08.02] Suggestion for a sculpture or other street furniture	[PR08.02.01] Provide a sculpture or other street art	✓			✓	<p>Whilst such details are not included in the application for a DCO, they may be considered as part of the detailed design and engagement with local community groups where appropriate.</p> <p>Appendix A of the Design Report (document reference 7.4) 'Detailed Design Guidance' provides the Contractor undertaking the detailed design with recommendations on the inclusion of such items.</p>	No Change
	[PR08.02.02] Provide a public interest display about the bridge				✓	<p>Whilst such details are not included in the application for DCO, they may be considered as part of the detailed design and engagement with local community groups where appropriate.</p> <p>Appendix A of the Design Report (document reference 7.4) 'Detailed Design Guidance' provides the Contractor undertaking the detailed design with recommendations on the inclusion of such items.</p>	No Change

	[PR08.02.03] Provide benches in the public realm areas	✓			✓	<p>Whilst such items are not detailed in the application for DCO, they will be considered as part of the detailed design and implemented where appropriate.</p> <p>Appendix A of the Design Report (document reference 7.4) 'Detailed Design Guidance' provides the Contractor undertaking the detailed design with recommendations on the inclusion of such items.</p>	No Change
	[PR08.02.04] Involve the local community (including schools/colleges) to produce street art				✓	<p>Whilst such details are not included in the application for DCO, they may be considered as part of the detailed design and engagement with local community groups where appropriate.</p> <p>Appendix A of the Design Report (document reference 7.4) 'Approach to Detailed Design' provides the Contractor undertaking the detailed design with recommendations on the inclusion of such items.</p>	No Change
[PR08.03] Suggestion to improve landscaping	[PR08.03.01] Provide landscaping on embankments	✓				<p>The landscape and public realm design includes the use of planting where appropriate and practicable without impeding the functionality of the spaces and structures. The detailing of</p>	No Change

					embankments and other structures will be refined through the detailed design phase.	
[PR08.03.02] Provide more green spaces on the east side	✓			✓	The landscape and public realm design for the Scheme aims to maximise the use of planting and street trees where appropriate and practicable, though some areas are constrained by land acquisition and the safety requirements of the highways design.	No Change
[PR08.03.03] Get local people involved in developing and managing the landscaping				✓	The Applicant welcomes local support and sense of ownership for the Scheme design. The ongoing maintenance of the landscape design will be undertaken by the relevant local authority, although this does not preclude the involvement of the local community.	No Change
[PR08.03.04] Provide vehicular access to William Adams Way Roundabout in order to maintain landscaping	✓				The design will provide appropriate maintenance access where practicable on the Scheme within the constraints and safety requirements.	No Change
[PR08.03.05]				✓	The Landscape design is appropriate to its setting and proximity to the highway,	No Change

	Provide large tree in William Adams Way Roundabout with lighting					with new tree planting provided where practicable on the Scheme within the constraints and safety requirements.	
[PR08.04] Other suggested changes to the public realm proposals	[PR08.04.01] Provide luxury parks next to the bridge	✓				<p>The public realm design aims to provide pleasant spaces for all users and connect the new crossing to the surrounding context.</p> <p>Appendix A of the Design Report (document reference 7.4) 'Detailed Design Guidance' provides the Contractor undertaking the detailed design with recommendations on the refinement of the public realm design.</p>	No Change
	[PR08.04.02] Provide taxis ranks at the bridge				✓	<p>The introduction of a taxi rank is beyond the scope of the Scheme and does not contribute to the strategic objectives for alleviating the Strategic Road Network. To provide a taxi rank as part of the Scheme would require additional land take and laybys for vehicles and passengers to wait. The Scheme provides a key new route in the town but not necessarily a destination requiring the facilitation of taxis in this location.</p>	No Change

						The Scheme however does not preclude the consideration of this by the local authority and relevant organisations in the future.	
	[PR08.04.03] Provide greater areas for dog walkers on west side				✓	The landscape and public realm design for the Scheme aims to utilise spaces on the Scheme within the Order Limits which all users can utilise. The Scheme makes connections to surrounding networks and amenities, such as Southtown Common Recreation Ground, but does not provide vast new open space as such.	No Change
	[PR08.04.04] Divert the coastal path so that it uses the new crossing	✓				The Scheme provides a key new link east to west in Great Yarmouth which may be utilised by national routes for walking and cycling. The rerouting of the Natural England managed England Coastal Path in this area or any other national route would not form part of the Scheme.	No Change
	[PR08.04.05] Divert the coastal path via the Nelson Monument	✓				The Scheme provides a key new link east to west in Great Yarmouth which may be utilised by national routes for walking and cycling. The rerouting of the Natural England managed England Coastal Path in this area or any other national route would not form part of the Scheme.	No Change

	[PR08.04.06] Ensure road side street furniture is removable and low enough to allow raised abnormal loads to pass over the top of them		✓			This can be considered as part of detailed design of the Scheme. However, because the Scheme includes a dual carriageway providing two lanes in each direction this means that an abnormally wide load would be able to utilise both lanes minimising the potential for them to overhang the NMU facilities.	No Change
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Table 9-16: Matters raised regarding 'Public Realm'

9.9 Key Matters Arising – Non Motorised Users

9.9.1 The graph and following tables below show the breakdown of overall comments on the Non Motorised Users (NMUs) proposals for the Proposed Scheme.

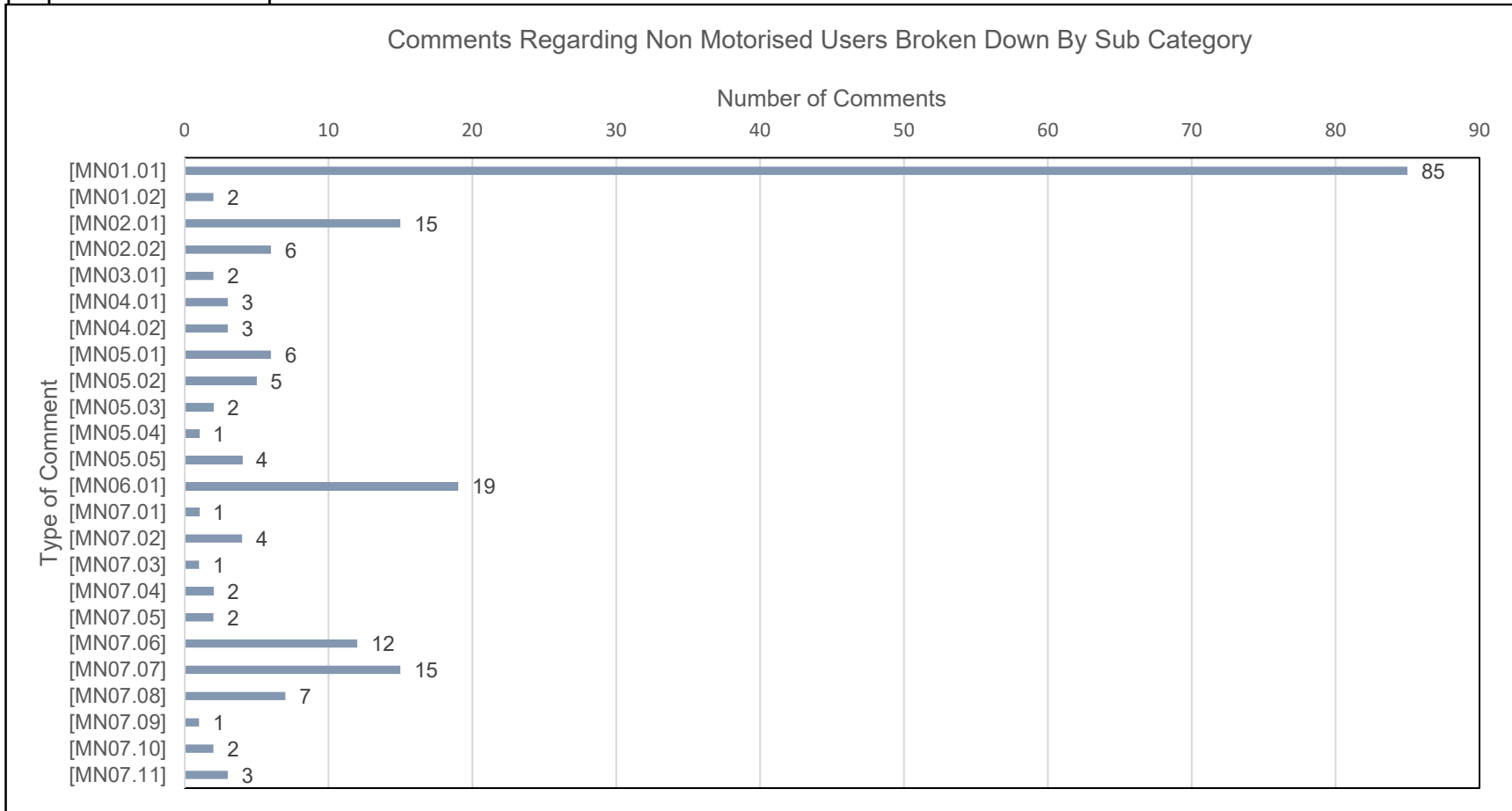


Figure 9-8: Responses regarding ‘Non Motorised Users’

Comment in support of the NMU proposals	
[MN01.01]	General comment in support of the NMU proposals
[MN01.02]	Comment in support of the NMU proposals because.....
Comment not in support of the NMU proposals	
[MN02.01]	General comment not in support of the NMU proposals
[MN02.02]	Comment not in support of the NMU proposals because.....
Neutral comment on the NMU proposals or it is not relevant to the responder	
[MN03.01]	General comment that the responder is indifferent to the NMU proposals
Comment on the proposals for NMU crossings	
[MN04.01]	Comment on the NMU crossings at William Adams Way Roundabout
[MN04.02]	Comment on the NMU crossings in general
Comment on the proposals for cycle lane and cycle routes	
[MN05.01]	Comment that cyclists may not use the correct side when crossing the bridge
[MN05.02]	Comment that the cycle routes need to be clearly signed
[MN05.03]	Comment that as HGV's will be using the bridge, safety of cyclists is a priority
[MN05.04]	Comment that it must be easy to transfer from carriageway to cycle lane
[MN05.05]	Comment that pedestrian/cyclist shared use routes do not work well
Comment that good NMU facilities are needed	
[MN06.01]	General comment that good NMU facilities are needed

Suggested changes to the NMU proposals	
[MN07.01]	Suggested changes to the NMU proposals on Suffolk Road
[MN07.02]	Suggestion that the NMU routes need to be well lit
[MN07.03]	Suggestion to provide clear direction signing for cyclists
[MN07.04]	Suggestion to provide a north-south cycle route on South Denes Road
[MN07.05]	Suggestion to provide ramps rather than steps from William Adams Way down to Queen Annes' Road
[MN07.06]	Suggested changes to the existing footbridge on William Adams Way
[MN07.07]	Suggested changes to the NMU proposals on the bridge
[MN07.08]	Suggested changes to the NMU routes
[MN07.09]	Suggested changes to the NMU proposals at the William Adams Way Roundabout
[MN07.10]	Suggested changes to the NMU proposals at the South Denes Road Signalised Junction
[MN07.11]	Suggested changes away from scheme

Table 9-17: Chart key for responses regarding 'Non Motorised Users'

- 9.9.2 Figure 9-8 above indicates that the number of written comments in support of the non motorised user proposals was greater than those not in support of the non motorised user proposals.
- 9.9.3 The most frequent other comments made were regarding the need to provide good non motorised user facilities (Code NM06.01).
- 9.9.4 The most frequently suggested changes to the proposed NMU design were:
- Suggested changes to the NMU proposals on the bridge (Code NM07.07);
 - Suggested changes to the existing footbridge on William Adams Way (Code NM07.06);
 - Suggested changes to the NMU routes (Code NM07.08).

9.9.5 Table 9-18 below provides a breakdown of the written comments made concerning 'Non Motorised Users' and the regard the Applicant has given to these comments as required by Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment in support of the NMU proposals							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MN01.01] General comment in support of the NMU proposals		✓	✓		✓	The NMU proposals have been designed with referenced to relevant information and guidance.	No Change
[MN01.02] Comment in support of the NMU proposals because.....	[MN01.02.1] The approach gradients are suitable	✓				The NMU proposals have been designed with referenced to relevant information and guidance.	No Change
	[MN01.02.2] A new footway is provided on the west side of Suffolk Road joining to Queen Anne's Road				✓	The Applicant has provided improved NMU facilities in order to meet the following Scheme objective: <ul style="list-style-type: none"> • 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. 	No Change

Comment not in support of the NMU proposals							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MN02.01] General comment not in support of the NMU proposals.		✓			✓	The proposed design reflects a balance of the need to provide good NMU provision along existing desire lines as well as providing sufficient capacity at the new junctions to accommodate the forecasted traffic flows.	No Change
[MN02.02] Comment not in support of the NMU proposals because.....	[MN02.02.01] The facilities will not be used	✓				The NMU crossing facilities are provided along the anticipated pedestrian and cyclist desire lines and connect with the existing foot and cycle network.	No Change
	[MN02.02.02] There is no mention of disabled/motor scooter provision	✓				The NMU proposals have been designed with referenced to relevant information and guidance and has considered the need of disabled / mobility scooter users. Features include new at grade signalised crossing facilities, dropped kerbs and lift access between Queen Anne's Road and the crossing. Furthermore, the proposed NMU routes follows existing pedestrian desire lines and connects with the existing foot and cycle network.	No Change

	[MN02.02.03] The proposals should not overly prioritise NMU facilities	✓				The proposed design reflects a balance of the need to provide good NMU provision along existing desire lines as well as providing sufficient capacity at the new junctions to accommodate the forecasted traffic flows.	No Change
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Neutral comment on the NMU proposals or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MN03.01] General comment that the responder is indifferent to the NMU proposals	✓				The Applicant notes these comments.	No Change

Comment on the proposals for NMU crossings							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MN04.01] Comment on the NMU crossings at William Adams Way Roundabout	[MN04.01.01] In favour of crossings here				✓	The crossings provided at the William Adams Way Roundabout are a key part of linking the Scheme's NMU routes.	No Change
	[MN04.01.02] Not in favour of crossings here	✓				NMU crossing facilities are provided along the anticipated desire lines of pedestrians and cyclists and connects with Great Yarmouth's existing foot and cycle network. The design seeks to achieve a balance by providing good NMU provision as well as providing a junction design that accommodates forecasted traffic flows.	No Change
[MN04.02] Comment on the NMU crossings in general	[MN04.02.01] The NMU crossings are too onerous	✓				The staggered arrangement of crossing facilities at William Adams Way roundabout and South Denes Road signalised junction is required to ensure that both junctions have sufficient capacity to accommodate forecasted traffic flows.	No Change

	<p>[MN04.02.02]</p> <p>The NMU crossings must not affect traffic flow</p>				✓	<p>A comprehensive modelling exercise has been undertaken to assess the impacts of the Scheme, including the operation of the proposed NMU crossings. This demonstrates that the proposed junction form can accommodate the forecast traffic and queues without blocking back through adjacent junctions, whilst also providing the benefit of controlled crossings for the benefit of pedestrians and cyclists. The traffic signals will operate a flexible control strategy to respond to vehicle demands, and as such will minimise the time taken to clear queuing. The results are recorded in the Transport Assessment (document reference. 7.2).</p>	No Change
	<p>[MN04.02.03]</p> <p>The crossing push buttons need to be accessible for those in mobility scooters</p>				✓	<p>The detail of the NMU crossings apparatus will be developed as part of detailed design. However the Applicant will design these in accordance with design standards that provide push buttons at a suitable height for those in mobility scooters.</p>	No Change

Comment on the proposals for cycle lane and cycle routes						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MN05.01] Comment that cyclists may not use the correct side when crossing the bridge	✓			✓	Signage of NMU routes will be provided at and on approach to the crossing. The details of this signage will be refined through discussions with the Local Highway Authority.	No Change
[MN05.02] Comment that the cycle routes need to be clearly signed	✓				Signage of NMU routes will be provided at and on approach to the crossing. The details of this signage will be refined through discussions with the Local Highway Authority.	No Change
[MN05.03] Comment that as HGVs will be using the bridge, safety of cyclists is a priority	✓			✓	The Scheme includes an off-carriageway facility for NMUs which segregates them from HGV traffic.	No Change
[MN05.04] Comment that it must be easy to transfer from carriageway to cycle lane				✓	Appropriate transition will be provided to enable cyclists to seamlessly travel between on and off-road cycle routes.	No Change

<p>[MN05.05] Comment that pedestrian/cyclist shared use routes do not work well</p>	✓			✓	<p>Shared footway/cycleways are considered favourable for less confident or slower speed cyclists. Confident cyclists will be likely to travel on the main carriageway.</p>	No Change
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Comment that good NMU facilities are needed							
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response	Response by the Applicant	Change
[MN06.01] General comment that good NMU facilities are needed		✓			✓	The NMU proposals have been designed with referenced to relevant information and guidance. The proposals seek to achieve a balance of providing good NMU provision and a junction design that has capacity to accommodate the forecasted traffic flows.	No Change

Suggested changes to the NMU proposals							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MN07.01] Suggested changes to the NMU proposals on Suffolk Road	[MN07.01.01] Provide a shared used facility on Suffolk Road from the crossing to the Kingsgate Community Centre	✓				The Scheme includes a crossing facility for pedestrians and cyclists on Suffolk Road together with a pedestrian cycle route linking this crossing to the Kingsgate Community Centre.	No Change
[MN07.02] Suggestion that the NMU routes need to be well lit		✓				Sufficient and appropriate lighting will be provided along all NMU routes. The lighting design of NMU routes will be agreed through discussions with the Local Highway Authority.	No Change
[MN07.03] Suggestion to provide clear direction signing for cyclists		✓				New signage will be provided informing cyclists of the new cycle routes. The detail and location of this signage will be agreed through discussions with the Local Highway Authority.	No Change

[MN07.04] Suggestion to provide a north-south cycle route on South Denes Road		✓				Rather than providing a north-south cycle route on South Denes Route the NMU proposals link to Admiralty Road, which is the designated north-south cycle south in this area.	No Change
[MN07.05] Suggestion to provide ramps rather than steps from William Adams Way down to Queen Anne's Road		✓				The Proposed Scheme shown at the pre-application consultation and the Scheme submitted for the DCO application includes both steps and ramps to be provided between William Adam's Way and Queen Anne's Road.	No Change
[MN07.06] Suggested changes to the existing footbridge on William Adam's Way	[MN07.06.01] Do not remove the existing footbridge	✓				The footprint of the proposed William Adams Way Roundabout does not make it possible to retain the existing footbridge. New toucan crossing facilities will be provided at William Adam's Way Roundabout to assist pedestrians and cyclists travelling between Suffolk Road north and Suffolk Road south.	No Change
	[MN07.06.02] Provide a subway instead of the existing footbridge	✓			✓	A subway was not considered necessary as new at grade toucan crossing facilities are being provided at William Adams Way Roundabout. Compared to a subway / underpass the at-grade crossing facilities provide improved accessibility for wheelchair and mobility impaired users. It	No Change

						also offers increased safety and security through natural surveillance.	
[MN07.07] Suggested changes to the NMU proposals on the bridge	[MN07.07.01] Provide a direct route down onto Southtown Road (including stairs for pedestrians)	✓			✓	Direct access from the bridge onto Southtown Road is provided as a part of the scheme. Steps and lift access are provided from the north side of the crossing, which provides a direct connection to Southtown Road.	No Change
	[MN07.07.02] Provide cycle facilities on both sides of the bridge	✓			✓	Due to the significant cost of widening the bridge to provide segregated cycle lanes on both sides or providing on carriageway cycle facilities, and considering the level of anticipated use, the current proposal is considered to be an acceptable level of cycling provision that balances the level of use against cost.	No Change
	[MN07.07.03] Provide wider cycle facilities on the bridge	✓			✓	The cycle provision proposed has been designed in accordance with relevant guidance and information on cycling infrastructure provision.	No Change
[MN07.08] Suggested changes to the NMU routes	[MN07.08.01] Provide more direct routes	✓				The proposed NMU routes follow existing pedestrian and cyclist desire lines and connect with Great Yarmouth's existing foot and cycle network. The proposed	No Change

						NMU facilities seek to achieve a balance between providing good accessibility for NMUs and ensuring that the new junctions have sufficient capacity to accommodate the forecasted traffic flows.	
	[MN07.08.02] Provide hand rails on the bridge approaches				✓	The Scheme provides appropriate safety measures for NMU's in all areas of the design within the constraints and boundary of the Order Limits. The approach embankments to the bridge will have appropriate parapets and/or handrails for user's safety and comfort.	No Change
	[MN07.08.03] Provide pedestrian routes that are wide enough for mobility scooters				✓	The shared use facilities off carriageway have been designed to accommodate maintenance vehicles and therefore would accommodate mobility scooters.	No Change
	[MN07.08.04] Provide easily navigable routes onto and off the bridge			✓		The Scheme has been designed to tie in to existing pedestrian and cycle routes and controlled crossings have been provided at the proposed roundabout and signal junction. Pedestrians and cyclists will be directed towards the shared	No Change

						footway/cycleway on the crossing using signage.	
[MN07.09] Suggested changes to the NMU proposals at the William Adams Way Roundabout	[MN07.09.01] Provide crossings on all arms of the roundabout	✓				Toucan crossing facilities are provided on the arms of William Adams Way (south), the river crossing arm and Suffolk Road (north). To provide sufficient capacity to accommodate the forecast traffic flows through the junction it is not possible to provide additional toucan crossing facilities on William Adams Way (west). The traffic flows forecast on the new access to Kingsgate Community Church are low, as a result uncontrolled crossing facilities on this arm are considered appropriate.	No Change
[MN07.10] Suggested changes to the NMU proposals at the South Denes Road Signalised Junction	[MN07.10.01] Provide crossings on all arms of the junction	✓				Toucan crossing facilities are only provided on arms that connect off-road cycle routes. The proposed cycle routes on South Denes Road and Sutton Road are all on-road.	No Change
	[MN07.10.02] Provide cycle facilities heading north-south and	✓				Rather than providing a north-south cycle route beyond Fish Wharf on South Denes Route the NMU proposals link to Admiralty Road, which is the designated north-south cycle south in this area.	No Change

	extend beyond Fish Wharf						
[MN07.11] Suggested changes away from scheme	[MN07.11.01] NMU facilities should link to wider improvements on routes to the south and in the town centre			✓	✓	<p>The NMU facilities have been designed to connect with the existing pedestrian and cycle route network in Great Yarmouth. This network includes</p> <ul style="list-style-type: none"> • Pedalway Routes 5 and 6, and Sustrans Routes 30 and 517, which utilise Southtown Road; • Pedalway Route 1 which uses Admiralty Road. <p>The NMU proposals that form part of the Scheme link to these designated routes.</p>	No Change

Table 9-18: Matters raised regarding 'Non Motorised Users'

9.10 Key Matters Arising – Traffic

9.10.1 The graphs and following tables below show the breakdown of overall comments on the traffic proposals for the Proposed Scheme.

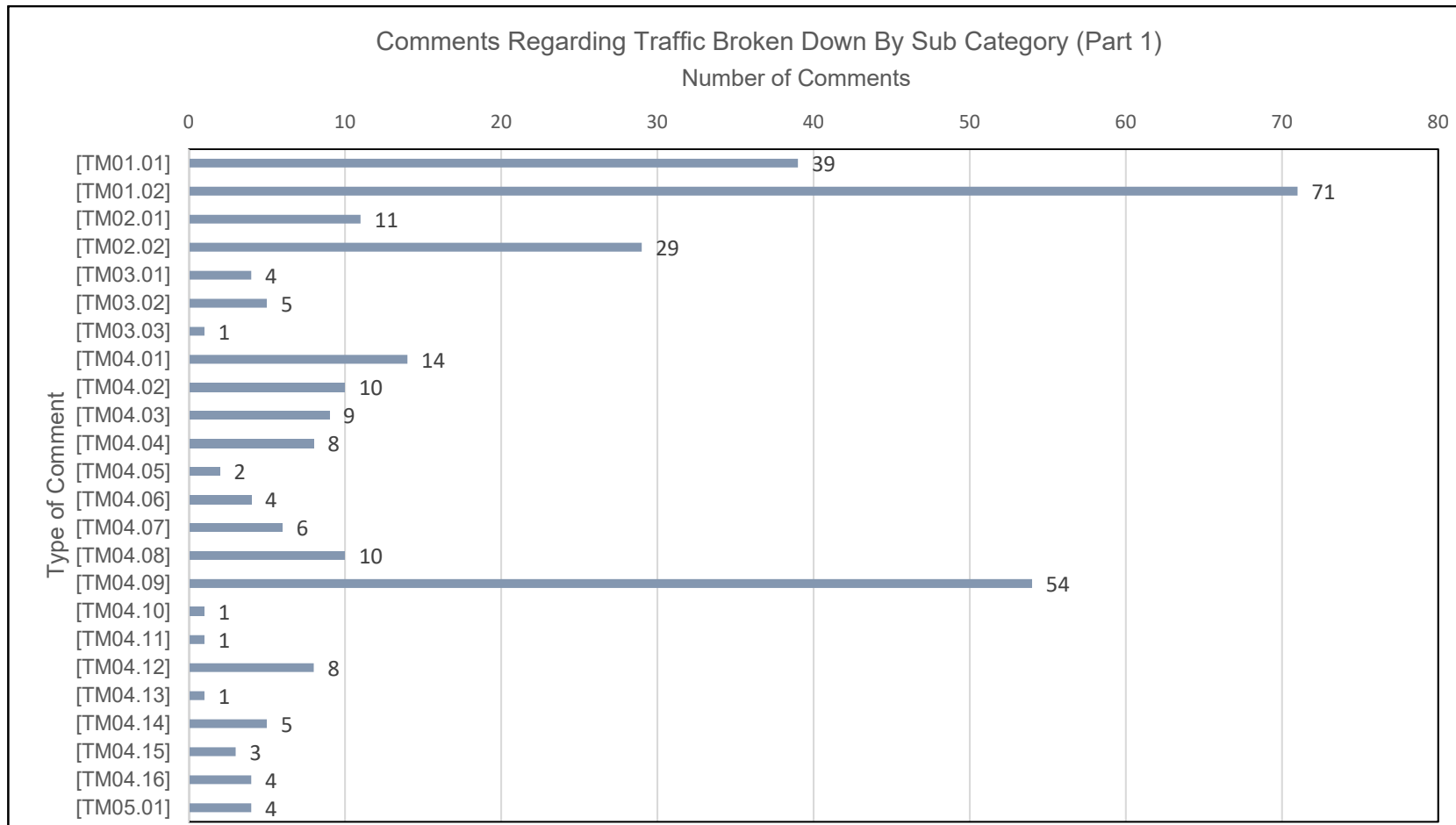


Figure 9-9: Responses regarding 'Traffic' Part 1

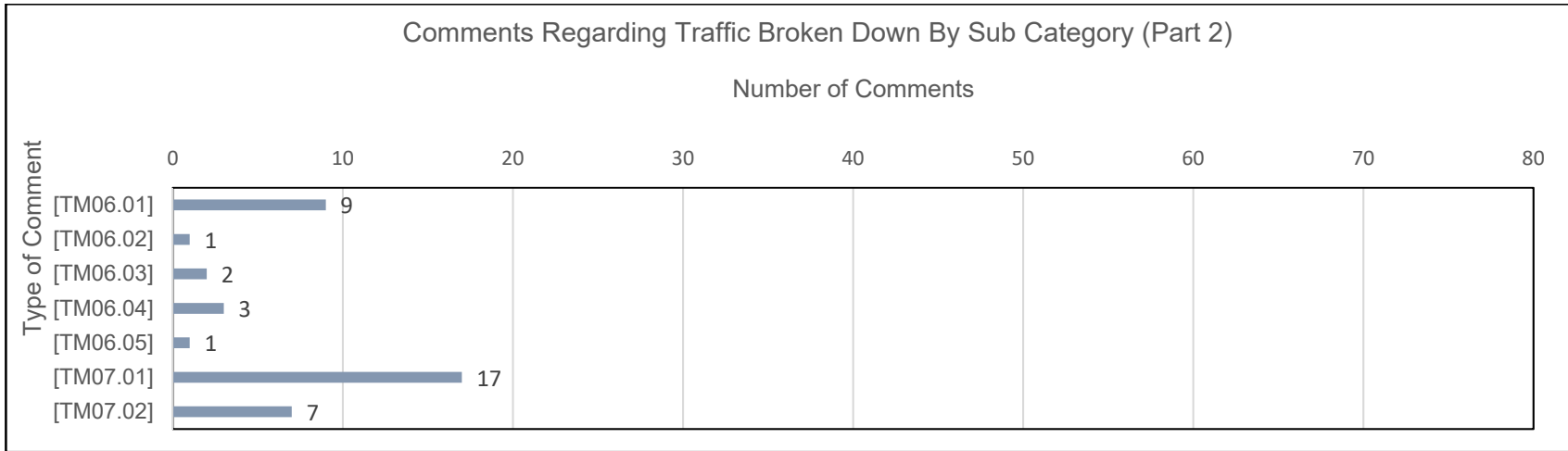


Figure 9-10: Responses regarding 'Traffic' Part 2

Comment that the proposals will improve congestion	
[TM01.01]	General comment that the proposals will improve congestion
[TM01.02]	Comment that the proposals will improve congestion because
Comment that the proposals will not improve congestion	
[TM02.01]	General comment that the proposals will not improve congestion
[TM02.02]	Comment that the proposals will not improve congestion because
Neutral comment on whether the proposals will reduce congestion or it is not relevant to the responder	
[TM03.01]	Comment that the responder does not know whether the proposals will reduce congestion
[TM03.02]	Comment that the responder does not understand the traffic modelling figures/or does not have enough knowledge to comment
[TM03.03]	Comment that the responder is indifferent to traffic congestion

Comment expressing concern about congestion at specific locations	
[TM04.01]	Comment expressing concern about congestion at Harfrey's Roundabout
[TM04.02]	Comment expressing concern about congestion at Gapton Hall Roundabout
[TM04.03]	Comment expressing concern about congestion at South Denes Road/Southgates Road
[TM04.04]	Comment expressing concern about congestion at Southtown Road
[TM04.05]	Comment expressing concern about congestion at Boundary Road
[TM04.06]	Comment expressing concern about congestion at Vauxhall Roundabout
[TM04.07]	Comment expressing concern about congestion at the A47 between Norwich and Great Yarmouth
[TM04.08]	Comment expressing concern about congestion at the A47 around Great Yarmouth
[TM04.09]	Comment expressing concern about congestion in the area around the proposed bridge
[TM04.10]	Comment expressing concern about congestion at Sutton Road
[TM04.11]	Comment expressing concern about congestion at Swanston's Road
[TM04.12]	Comment expressing concern about congestion at North Quay/South Quay
[TM04.13]	Comment expressing concern about congestion at Middle Road East and Middle Road West
[TM04.14]	Comment expressing concern about congestion in the town centre
[TM04.15]	Comment expressing concern about congestion at Admiralty Road
[TM04.16]	Comment expressing concern about congestion at the sea front
Other comment on traffic	
[TM05.01]	Comment that efforts must be made to reduce congestion in Great Yarmouth

Comment on traffic modelling figures presented at consultation	
[TM06.01]	Comment that traffic modelling is not accurate
[TM06.02]	Comment that there needs to be a fuller explanation of how the traffic forecasts are derived
[TM06.03]	Comment that the traffic modelling does not take account of future developments
[TM06.04]	Comment that the traffic modelling figures do not make sense
[TM06.05]	Comment that the traffic modelling figures are only available for main roads and not other roads
Suggested changes to the traffic proposals	
[TM07.01]	Suggested changes to the routeing of vehicles
[TM07.02]	Other suggested changes to the traffic proposals

Table 9-19: Chart key for responses regarding 'Traffic'

9.10.2 Figures 9-9 and 9-10 above indicate that the number of written comments agreeing that the Proposed Scheme would improve traffic congestion was greater than those disagreeing that the Proposed Scheme would improve traffic congestion.

9.10.3 The most frequent locations where concern was expressed regarding traffic congestion as a result of the Proposed Scheme were:

- In the area around the proposed bridge (Code TM04.09);
- At the A47 around Great Yarmouth (Code TM04.08);
- At North Quay/South Quay (Code TM04.12);
- At the A47 between Norwich and Great Yarmouth (Code TM04.07);
- In the town centre (Code TM04.14).

9.10.4 There was comment that considered that traffic modelling is not accurate.

9.10.5 Table 9-20 below provides a breakdown of the written comments made concerning 'Traffic' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies

that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment that the proposals will improve congestion							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[TM01.01] General comment that the proposals will improve congestion		✓	✓		✓	Detailed traffic modelling has been used to forecast the impacts of the scheme. This indicates that journey times will be reduced for the main routes in the town and congestion will decrease at the most congested junctions.	No Change
[TM01.02] Comment that the proposals will improve congestion because	[TM01.02.01] They will take pressure off Haven Bridge	✓			✓	Detailed modelling has been used to forecast the impacts on traffic as a result of the Scheme, taking into account the predicted number of raisings of the bridge. As part of the pre application consultation the Applicant provided details of the forecast vehicle flows with and without the scheme for the future years of 2023 and 2038. These are shown on page 15 of the Consultation Brochure and indicate that the 24-hour daily traffic flows on Haven Bridge will be around 50% lower with the introduction of the Scheme.	No Change

	[TM01.02.02] They will take pressure off Breydon Bridge	✓	✓			Detailed modelling has been used to forecast the impacts on traffic as a result of the Scheme, taking into account the predicted number of raisings of the bridge. As part of the pre application consultation the Applicant provided details of the forecast vehicle flows with and without the scheme for the future years of 2023 and 2038. These are shown on page 15 of the Consultation Brochure and indicate that the 24-hour daily traffic flows on Breydon Bridge will be around 10% lower with the introduction of the Scheme.	No Change
	[TM01.02.03] They will pressure off the town centre	✓	✓			Detailed traffic modelling has been used to forecast the impacts of the Scheme. This forecasts that traffic volumes, and therefore congestion, will decrease in the town centre.	No Change
	[TM01.02.04] They provide more crossing options	✓			✓	The Scheme will increase the connectivity between the two sides of the River Yare.	No Change
	[TM01.02.05]	✓				Detailed modelling has been used to forecast the impacts on traffic as a result	No Change

	The modelling appears to show the proposals easing traffic at Gapton Hall Roundabout					of the Scheme, taking into account the predicted number of raisings of the bridge. As part of the pre application consultation the Applicant provided details of the forecast vehicle flows with and without the scheme for the future years of 2023 and 2038. These are shown on page 15 of the Consultation Brochure and indicate that the 24-hour daily traffic flows on approaches to Gapton Hall Roundabout will decrease with the introduction of the Scheme.	
	[TM01.02.06] The modelling appears to show the proposals easing traffic at Harfrey's Roundabout	✓				Detailed modelling has been used to forecast the impacts on traffic as a result of the Scheme, taking into account of the predicted number of raisings of the bridge. As shown on page 15 of the Consultation Brochure, the Scheme is forecast to increase traffic on the A47 south and William Adams Way approaches to Harfrey's Roundabout, but traffic is reduced on the A47 between Harfrey's and Gapton Hall roundabouts as a result of trips transferring from Haven Bridge to the Scheme.	No Change
	[TM01.02.07]	✓				The Scheme will provide new connections for pedestrians and cyclists	No Change

	They provide more options for walkers and cyclists					between Southtown and Gorleston to the peninsula.	
	[TM01.02.08] They provide a direct route to/from the peninsula	✓			✓	The Scheme will provide new connections between Southtown and Gorleston to the peninsula.	No Change
	[TM01.02.09] The modelling figures seem to indicate this	✓			✓	Detailed traffic modelling has been used to forecast the impacts of the scheme. This indicates that journey times will be reduced for the main routes in the town and congestion will decrease at the most congested junctions.	No Change

Comment that the proposals will not improve congestion						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[TM02.01] General comment that the proposals will not improve congestion	✓			✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that journey times will be reduced for the main routes in the town and congestion will decrease at the most congested junctions.	No Change
[TM02.02] Comment that the proposals will not improve congestion because	[TM02.02.01] They do not deal with congestion elsewhere	✓		✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that journey times will be reduced for the main routes in the town and congestion will decrease at the most congested junctions.	No Change
	[TM02.02.02] The crossing is located in the wrong place	✓		✓	Extensive work was carried out for the Stage 1 Scheme Appraisal Report to look at multiple locations and typology of crossings. The cost and the environmental and transport impacts were taken into account to determine that this was the best location to place the Scheme.	No Change

	[TM02.02.03] The routes to the proposed bridge are poor and already congested	✓				The Scheme and the connections to the existing network have been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change
	[TM02.02.04] The highway and junction design is wrong	✓				The Scheme and the connections to the existing network have been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	No Change
	[TM02.02.05] They will just move congestion somewhere else	✓			✓	Further detailed traffic modelling has been produced as part of the Transport Assessment (document reference 7.2). The forecast performance of the local and strategic network in the study area has been reviewed in detail to ensure that any impacts arising from the Scheme are mitigated.	No Change
	[TM02.02.06]	✓				The Scheme has been designed with reference to detailed traffic modelling,	No Change

	Other improvement schemes in Great Yarmouth have not worked					utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	
	[TM02.02.07] They will not be used	✓				Detailed modelling has been used to forecast the impacts on traffic as a result of the Scheme, taking into account the predicted number of raisings of the bridge. As part of the pre application consultation the Applicant provided details of the forecast vehicle flows with and without the scheme for the future years of 2023 and 2038. These are shown on page 15 of the Consultation Brochure and indicate that the 24-hour daily traffic flows on the Third River Crossing will be circa 20,000 vehicles.	No Change
	[TM02.02.07] The reversal of the Sutton road and Swanton's Road allows easier access into the area than out of the area	✓				The Scheme and the connections to the existing network, including the proposed new signalised junction and the reversal of Sutton Road and Swanton's Road have been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is	No Change

						sufficient capacity to accommodate forecast flows without excessive queuing.	
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Neutral comment on whether the proposals will reduce congestion, or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[TM03.01] Comment that the responder does not know whether the proposals will reduce congestion	✓			✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that journey times will be reduced for the main routes in the town and congestion will decrease at the most congested junctions.	No Change
[TM03.02] Comment that the responder does not understand the traffic modelling figures/or does not have enough knowledge to comment	✓				To describe the process that has been undertaken to the produce the provisional daily traffic flow data presented at the pre-application consultation the Applicant produced 'A Non-Technical Note on Transport Modelling' (Appendix G-16 of this report). This note was available on the Applicant's project website and at the Consultation Document Deposit Locations. It also formed part of the package of consultation documents issued to the parties consulted under Section 42 of the Planning Act 2008.	No Change

<p>[TM03.03.01] Comment that the responder is indifferent to traffic congestion</p>	<p>✓</p>				<p>Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that journey times will be reduced for the main routes in the town and congestion will decrease in the most congested junctions.</p>	<p>No Change</p>
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Comment expressing concern about congestion at specific locations						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[TM04.01] Comment expressing concern about congestion at Harfrey's Roundabout	✓			✓	The Scheme results in additional traffic through Harfrey's Roundabout as shown on page 15 of the Consultation Brochure. The Applicant will continue to liaise closely with Highways England to ensure that improvements proposed for the A47 are developed to take into account the Scheme and other local congestion relief schemes in order to ensure the optimum design solution for the benefit of Great Yarmouth.	No Change
[TM04.02] Comment expressing concern about congestion at the Gapton Hall Roundabout	✓			✓	Highways England has published details of proposed schemes at Vauxhall and Gapton Hall Roundabouts, which are planned to open in 2022. The schemes aim to reduce delays, improve journey time reliability and capacity and improve safety for all users. The Applicant will continue to liaise closely with Highways England to ensure that improvements proposed for the A47 are developed to take into account the Scheme and other	No Change

						local congestion relief schemes in order to ensure the optimum design solution for the benefit of Great Yarmouth.	
[TM04.03] Comment expressing concern about congestion at South Denes Road/Southgates Road	[TM04.03.01] Comment expressing concern about congestion at South Denes Road/Southgates Road	✓			✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that although traffic is forecast to increase at South Denes Road/Southgates Road, this will still operate within capacity.	No Change
	[TM04.03.02] Concern that access onto South Denes Road/ Southgates Road from Barrack Road will be difficult	✓				Detailed modelling has been used to forecast the impacts on traffic as a result of the Scheme, taking into account the predicted number of raisings of the bridge. This indicates that although flows on South Denes Road/Southgates Road will increase, the junction with Barrack Road is forecast to operate satisfactorily.	No Change
[TM04.04] Comment expressing concern about congestion at Southtown Road		✓			✓	Detailed modelling has been used to forecast the impacts on traffic as a result of the Scheme, taking into account the predicted number of raisings of the bridge. As part of the pre application consultation the Applicant provided	No Change

					details of the forecast vehicle flows with and without the scheme for the future years of 2023 and 2038. These are shown on page 15 of the Consultation Brochure and indicate that the 24-hour daily traffic flows Southtown Road will decrease by 30% with the introduction of the Scheme.	
[TM04.05] Comment expressing concern about congestion at Boundary Road				✓	Detailed modelling has been used to forecast the impacts on traffic as a result of the Scheme, taking into account the predicted number of raisings of the bridge. This indicates that the 24-hour daily traffic flows on Boundary Road will be around 25% lower with the introduction of the Scheme.	No Change
[TM04.06] Comment expressing concern about congestion at Vauxhall Roundabout	✓			✓	Highways England has published details of proposed schemes at Vauxhall and Gapton Hall Roundabouts, which are planned to open in 2022. The schemes aim to reduce delays, improve journey time reliability and capacity and improve safety for all users. The Applicant will continue to liaise closely with Highways England to ensure that improvements proposed for the A47 are developed to take into account the Scheme and other	No Change

					local congestion relief schemes in order to ensure the optimum design solution for the benefit of Great Yarmouth.		
[TM04.07] Comment expressing concern about congestion at the A47 between Norwich and Great Yarmouth	✓				The Applicant does not intend to consider improvements to the A47, including the Acle straight, as part of the Scheme.	No Change	
[TM04.08] Comment expressing concern about congestion at the A47 around Great Yarmouth	✓			✓	Highways England has published details of proposed schemes at Vauxhall and Gapton Hall Roundabouts, which are planned to open in 2022. The schemes aim to reduce delays, improve journey time reliability and capacity and improve safety for all users. The Applicant will continue to liaise closely with Highways England to ensure that improvements proposed for the A47 are developed to take into account the Scheme and other local congestion relief schemes in order to ensure the optimum design solution for the benefit of Great Yarmouth.	No Change	
[TM04.09] Comment expressing concern about		[TM04.09.01] Concern about congestion in the area around the	✓		✓	The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to	No Change

congestion in the area around the proposed bridge	bridge when it is raised for river vessels					accommodate forecast flows without excessive queuing. As part of the development consent application, further detailed traffic modelling has been produced, with a particular focus on the new crossing and its impact on the adjacent local and strategic network. The results are recorded in the Transport Assessment (document reference. 7.2).	
	[TM04.09.02] Concern about congestion in the area around bridge when it is either raised or lowered	✓			✓	The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing. As part of the development consent application, further detailed traffic modelling has been produced, with a particular focus on the new crossing and its impact on the adjacent local and strategic network. The results are recorded in the Transport Assessment (document reference. 7.2).	No Change
	[TM04.09.03] Concern that traffic will back up	✓			✓	The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure	No Change

	through Harfrey's Roundabout					there is sufficient capacity to accommodate forecast flows without excessive queuing. As part of the development consent application, further detailed traffic modelling has been produced, with a particular focus on the new crossing and its impact on the adjacent local and strategic network. The results are recorded in the Transport Assessment (document reference 7.2).	
	[TM04.09.04] Concern that traffic will back up through back up through the South Denes Road Signalised junction	✓			✓	The Scheme has been designed with reference to detailed traffic modelling, utilising extensive road traffic and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing. As part of the development consent application, further detailed traffic modelling has been produced, with a particular focus on the new crossing and its impact on the adjacent local and strategic network. The results are recorded in the Transport Assessment (document reference 7.2).	No Change

[TM04.10] Comment expressing concern about congestion at Sutton Road					✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that although traffic is forecast to increase at Sutton Road, this will still operate within capacity.	No Change
[TM04.11] Comment expressing concern about congestion at Swanston's Road					✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that it will have a negligible impact on the operation of Swanston's Road, other than the proposed reversal of direction.	No Change
[TM04.12] Comment expressing concern about congestion at North Quay/South Quay	[TM04.12.01] General concern about congestion at North Quay/South Quay	✓				Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that it will reduce congestion around North and South Quay and it will considerably improve the operation of the Hall Quay junction.	No Change
	[TM04.12.02] Concern that the proposals won't reduce traffic flows on South Quay, just reverse its direction	✓				Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that it will reduce congestion around the town centre by removing around 45% of the traffic that currently uses Haven Bridge. This traffic reduction will unlock extra capacity for North Quay and South Quay. The results	No Change

						are recorded in the Transport Assessment (document reference 7.2).	
[TM04.13]					✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that it will have a negligible impact on Middle Road East and West.	No Change
[TM04.14]	[TM04.14.01]	✓			✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that it will reduce congestion around the town centre by removing around 50% of the traffic that currently uses Haven Bridge.	No Change
	[TM04.14.02]	✓				Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that it will reduce congestion around the town centre by taking around 45% of the traffic that currently uses Haven Bridge. This traffic reduction will unlock extra capacity for North Quay and South Quay. The results are recorded in the Transport Assessment (document reference 7.2).	No Change

[TM04.15] Comment expressing concern about congestion at Admiralty Road	✓			✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that even though the traffic is forecast to increase at Admiralty Road, this will still operate within capacity.	No Change
[TM04.16] Comment expressing concern about congestion at the sea front	✓				Detailed traffic modelling has been used to forecast the impacts of the scheme. This indicates that even though the traffic is forecast to increase at Marine Parade, this will still operate within capacity.	No Change

Other comment on traffic						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[TM05.01] Comment that efforts must be made to reduce congestion in Great Yarmouth	✓	✓		✓	The Scheme has developed with the following objectives set out in Section 3.4 of this report: <ul style="list-style-type: none"> •To improve regional and local access by enhancing the resilience of the local road network, reducing congestion and improving journey time reliability. 	No Change

Comment on traffic modelling figures presented at consultation						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[TM06.01] Comment that traffic modelling is not accurate	✓			✓	Comprehensive traffic modelling of the impacts of the Scheme has been developed in line with Government Guidance and was reviewed and approved by DfT for the purposes of the Outline Business Case.	No Change
[TM06.02] Comment that there needs to be a fuller explanation of how the traffic forecasts are derived	✓				To describe the process that has been undertaken to produce the daily traffic flow data presented at the pre-application consultation the Applicant produced 'A Non-Technical Note on Transport Modelling'. This note was available on the Applicant's project website and at the Consultation Document Deposit Locations. It also formed part of the package of consultation documents issued to the parties consulted under Section 42 of the Planning Act 2008.	No Change

[TM06.03] Comment that the traffic modelling does not take account of future developments	✓				The traffic modelling takes into account traffic associated with known future developments in the area, based on guidance from Great Yarmouth Borough Council.	No Change
[TM06.04] Comment that the traffic modelling figures do not make sense	✓			✓	To describe the process that has been undertaken to produce provisional daily traffic flow data presented at the pre-application consultation the Applicant produced 'A Non-Technical Note on Transport Modelling'. This note was available on the Applicant's project website and at the Consultation Document Deposit Locations. It also formed part of the package of consultation documents issued to the parties consulted under Section 42 of the Planning Act 2008.	No Change
[TM06.05] Comment that the traffic modelling figures are only available for main roads and not other roads	✓				More detailed assessment of specific junctions and roads as a result of the Scheme has been undertaken. The results are recorded in the Transport Assessment (document reference 7.2).	No Change

Suggested changes to the traffic proposals							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[TM07.01] Suggested changes to the routing of vehicles	[TM07.01.01] Need to provide a specific improved/signed route from the bridge to the port (via south of bridge)	✓			✓	The Applicant considers the most appropriate route to access the port and the outer harbour from the new crossing is by travelling on South Denes Road, Hartmann Road and South Beach Parade. The Applicant intends to sign this route accordingly using directional signs. The Applicant considers this route is of suitable standard to access these areas and therefore does not intend to improve these routes as part of the Scheme.	No Change
	[TM07.01.02] Need to provide a specific improved/signed route from the bridge to the town centre	✓			✓	The Applicant considers the most appropriate route to access the town centre from the new crossing is by travelling north on South Denes Road and Southgates Road. The Applicant intends to sign this route accordingly using directional signs. The Applicant considers this route is of suitable standard to access these areas and therefore does not intend to improve these routes as part of the Scheme.	No Change

	[TM07.01.03] Need to provide a specific improved/signed route from the bridge to the sea front	✓				The Applicant considers the most appropriate route to the sea front from the new crossing is by South Denes Road, Southgates Road, Queens Road and King's Road. The Applicant intends to sign this route accordingly using directional signs. The Applicant considers this route is of suitable standard to access these areas and therefore does not intend to improve these routes as part of the Scheme.	No Change
	[TM07.01.04] Need to make port HGVs use the bridge not South Denes Road through the town	✓				The Scheme is intended to provide an improved route to the port and outer harbour from the strategic road network (A47) which is more convenient to use than existing routes through the town centre. Therefore, the Applicant does not intend to introduce any restrictions to enforce use of the bridge as part of the Scheme.	No Change
	[TM07.01.05] Need to provide clear direction signing	✓			✓	The Applicant intends to provide clear direction signing to key destinations as part of the detailed design of the Scheme.	No Change

[TM07.02] Other suggested changes to the traffic proposals	[TM07.02.01] Need to introduce a 20mph speed limit on sea front to deter its use	✓				The Applicant does not intend to include a 20mph speed limit on the sea front as part of the Scheme. Suggestions for such speed limits would need to be considered by Norfolk County Council in its function as Highway Authority taking account of both national and its own guidance on identifying the most appropriate speed limit for a road.	No Change
	[TM07.02.02] Use speed cameras on routes to port/Outer Harbour				✓	The Applicant does not intend to include speed cameras on the route to the port and Outer Harbour as part of the Scheme. Suggestions for such speed cameras would need to be considered by Norfolk County Council, Norfolk Constabulary and Norfolk Safety Camera Partnership taking account of both national and its own guidance on identifying the most appropriate locations for speed cameras.	No Change
	[TM07.02.03] Need to keep Haven Bridge open				✓	There no proposals by the Applicant to close Haven Bridge as a result of the Scheme being implemented.	No Change

	[TM07.02.04] Need to open existing road through the Outer Harbour	✓				The Applicant does not intend to open this road as part of the Scheme. This road is not public highway and forms part of the Outer Harbour site. The opening of this road would be a matter for the Outer Harbour itself.	No Change
	[TM07.02.05] Need to provide adequate notice of road closures and other traffic management during construction				✓	The Applicant will ensure the works are planned to enable them to be delivered safely and in a manner which minimises congestion and disruption for all road users The approach to minimise disruption to the highway would be underpinned by a signage and communication strategy that will be developed with the Applicant and key stakeholders.	No Change
	[TM07.02.06] Need to provide road closures and other traffic management associated with construction at night time				✓	The Applicant will ensure the works are planned to enable them to be delivered safely and in a manner which minimises congestion and disruption for all road users. The approach to minimise disruption to the highway would be underpinned by a signage and communication strategy that will be developed with the Applicant and key stakeholders.	No Change

	[TM07.02.07] Traffic visiting the port should be the priority for traffic rather than also accommodating traffic into town (which should use Haven Bridge)	✓				<p>The Scheme is intended to provide an improved route from the strategic road network (A47) which is more convenient to use than existing routes through the town centre.</p> <p>Therefore, the Applicant does not intend to introduce any restrictions to prioritise certain traffic categories over others as part of the Scheme.</p>	No Change
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Table 9-20: Matters raised regarding 'Traffic'

9.11 Key Matters Arising – Marine

9.11.1 The graph and following tables below show the breakdown of overall comment on the marine proposals for the Proposed Scheme.

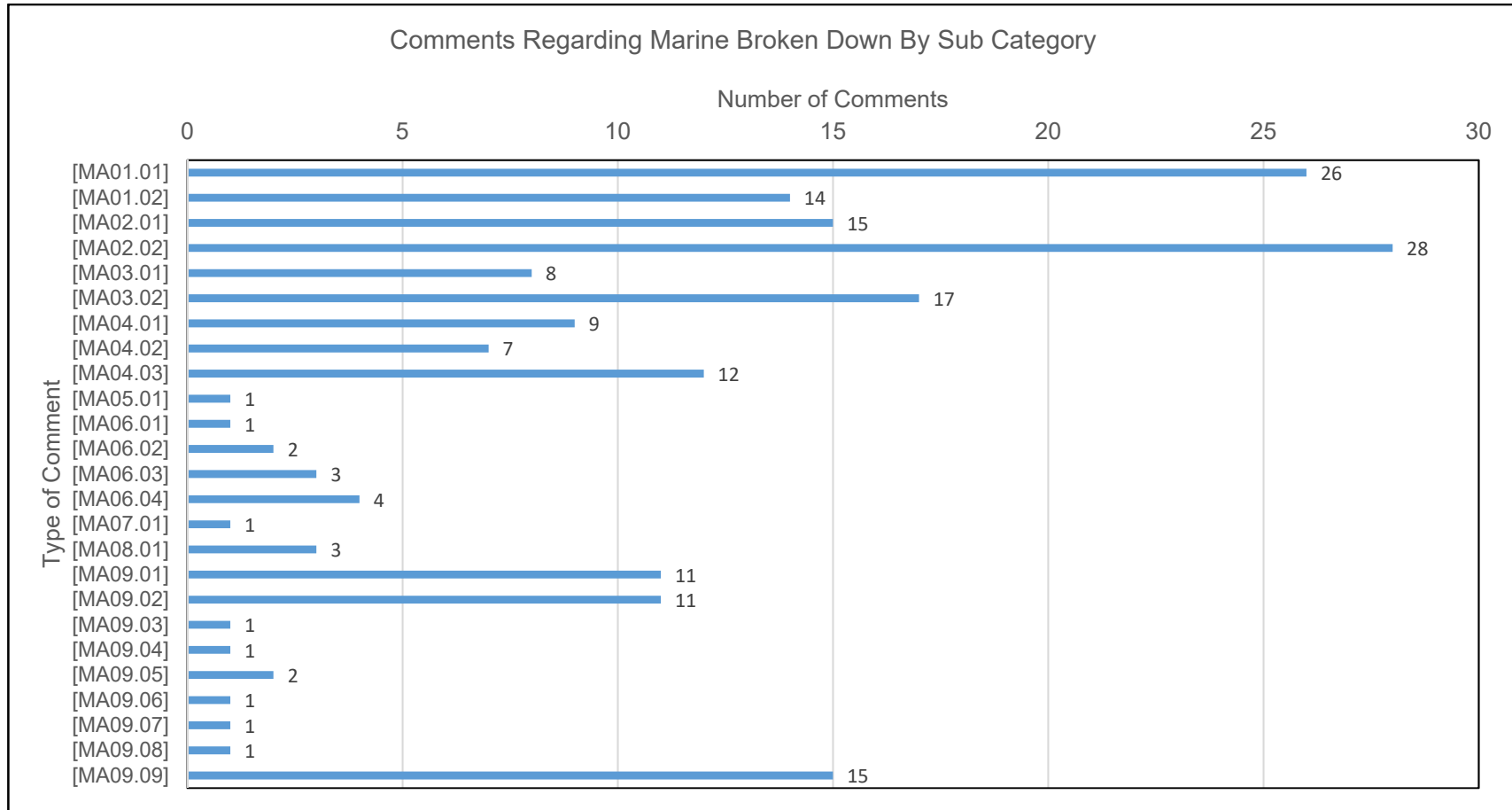


Figure 9-11: Responses regarding 'Marine'

Comment that the proposals will not impact marine operations	
[MA01.01]	General comment that the proposals will not impact marine operations
[MA01.02]	Comment that the proposals will not impact marine operations because.....
Comment that the proposals will impact marine operations	
[MA02.01]	General comment that the proposals will impact marine operations
[MA02.02]	Comment that the proposals will impact marine operations because.....
Neutral comment on whether the proposals will impact marine operations or it is not relevant to the responder	
[MA03.01]	Comment that the responder does not know whether marine operations will be impacted
[MA03.02]	Comment that the responder does not have enough knowledge of marine operations
Comment expressing concern about impacts of specific elements of the Scheme on marine operations	
[MA04.01]	Comment regarding the narrowing of the river
[MA04.02]	Comment regarding the proposed pontoons
[MA04.03]	Comment regarding the commercial vessel berthing facility
Comment about specific impacts on marine operations during construction	
[MA05.01]	General comment expressing concern about impacts during construction
Comment about the port operations	
[MA06.01]	Comment that the port operations/vessel movements on river are low
[MA06.02]	Comment that reducing impacts on traffic is more important than reducing impacts on river vessels
[MA06.03]	Comment that the port operations are not important to the responder
[MA06.04]	Comment that the port operations are important to the responder and every effort should be made to reduce the impacts

Comment on future growth of the port and Outer Harbour	
[MA07.01]	Comment that the Proposed Scheme will help port businesses
Comment about the Outer Harbour	
[MA08.01]	Comment that vessels should be encouraged to use the Outer Harbour rather than the port
Suggested changes to the marine proposals	
[MA09.01]	Suggestion to provide pontoons that are suitable for vessels to raise or lower masts and not just wait
[MA09.02]	Suggestion to incorporate flood barrier into the proposals
[MA09.03]	Suggestion to make the holding pontoons larger/longer
[MA09.04]	Suggestion that the mooring pontoons need telephones to contact the control tower as VHF radio and mobile phones are not always available
[MA09.05]	Suggestion to provide variable message signs for vessels to advise of bridge raising schedules
[MA09.06]	Suggestion to use turbines in gaps between bridge piers and bank to generate power
[MA09.07]	Suggestion that the commitment to raise the bridge on demand for commercial vessels should be made a legal requirement
[MA09.08]	Suggestion that adequate layby facilities should be provided for commercial vessels
[MA09.09]	Suggested changes beyond the Application Site

Table 9-21: Chart key for responses regarding 'Marine'

9.11.2 Figure 9-11 above indicates that the number of written comments agreeing that the Proposed Scheme would not impact marine operations was similar to those disagreeing that the Proposed Scheme would not impact marine operations.

9.11.3 The most frequent concerns regarding the impacts to marine operations were associated with:

- The commercial vessel berthing facility (Code MA04.03);

- The narrowing of the river (Code MA04.01);
- The proposed pontoons either side of the bridge (Code MA04.02).

9.11.4 The most frequently suggested changes to reduce the impact on marine operations were:

- Suggested changes beyond the Scheme Application Site (Code MA09.09);
- Suggestions to provide pontoons that are suitable for vessels to raise or lower masts and not just wait (Code MA09.01);
- Suggestions to incorporate a flood barrier into the proposals (Code MA09.02).

9.11.5 Table 9-22 below provides a breakdown of the written comments made concerning 'Marine' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment that the proposals will not impact marine operations							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA01.01] General comment that the proposals will not impact marine operations		✓			✓	Consideration has been given to the effects the Scheme will have on all river users and where possible mitigation has been included.	No Change
[MA01.02] Comment that the proposals will not impact marine operations because.....	[MA01.02.01] Pontoons have been provided for leisure vessels	✓			✓	Consideration has been given to the effects the Scheme will have on all river users and where possible mitigation has been included.	No Change
	[MA01.02.02] The proposals will encourage use of Outer Harbour	✓				An objective of the scheme is to improve access and strategic connectivity to the Great Yarmouth port and Outer Harbour to the national road network, thereby supporting economic and employment growth.	No Change
	[MA01.02.03] The proposals have been developed to	✓				Consideration has been given to the effects the Scheme will have on all river users and where possible mitigation has been included.	No Change

	minimise impacts as far as possible						
	[MA01.02.04] The port and Outer Harbour will have better access	✓			✓	Consideration has been given to the effects the Scheme will have on all river users and where possible mitigation has been included.	No Change

Comment that the proposals will impact marine operations							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA02.01] General comment that the proposals will impact marine operations		✓			✓	Consideration has been given to the effects the Scheme will have on all river users and where possible mitigation has been included.	No Change
[MA02.02] Comment that the proposals will impact marine operations because.....	[MA02.02.01] They will reduce wharf side shipping in the upstream area of the bridge	✓				The potential effects of the bridge on activity upstream have been considered within the Environmental Statement (document reference 6.1). Chapter 14 People & Communities discusses the potential scheme effects on marine-based business & associated activities during construction operation.	No Change
	[MA02.02.02] Of the impacts when the bridge breaks down	✓				The bridge is being designed to minimise potential impacts as much as possible, there will be particular response times for breakdown incidents included within the specification.	No Change
	[MA02.02.03] The port will lose the advantage	✓			✓	The potential effects of the bridge on activity upstream have been considered within the Environmental Statement	No Change

	over competitors of having unhindered river access					(document reference 6.1). Chapter 14 People & Communities discusses the potential scheme effects on marine-based business & associated activities during construction operation.	
	[MA02.02.04] There will be an extra bridge to navigate	✓	✓			The Scheme does introduce an additional bridge over the River Yare. However this bridge will raise on demand to commercial vessels and by agreement with leisure vessels to mitigate its impact on vessel movements.	No Change
	[MA02.02.05] The commitment to raise on demand will not happen in reality				✓	The Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1) details the raising procedures, which will govern the bridge raisings.	No Change
	[MA02.02.06] The bridge will not raise on demand for leisure vessels	✓			✓	The Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1) details the raising procedures, which will govern the bridge raisings.	No Change
	[MA02.02.07] Of the potential closures of the navigable channel	✓				The Applicant has allowed for three 72-hour closures during the construction, which has been agreed with Great Yarmouth Port	No Change

	during construction					Company. The Applicant may use less closures but is prohibited from using more.	
	[MA02.02.08] There has been no confirmation regarding the compensation for disruption during construction or in the event of a breakdown	✓				The Applicant will assess compensation in accordance with the Compensation Code.	No Change
	[MA02.02.09] The bridge will sever quayside land holdings				✓	The Applicant will assess any impact in accordance with the Compensation Code.	No Change
	[MA02.02.10] The bridge adds to the risk that 24-hour access to quayside businesses will not be maintained				✓	The Scheme is not expected to have a discernible effect outside the immediate vicinity of the bridge. Therefore no change in accessibility is envisaged for most locations.	No Change

Neutral comment on whether the proposals will impact marine operations or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA03.01] Comment that the responder does not know whether marine operations will be impacted	✓			✓	The Applicant notes that the responder does not know whether marine operations will be impacted.	No Change
[MA03.02] Comment that the responder does not have enough knowledge of marine operations	✓			✓	The Applicant notes that the responder considers that he/she does not have enough knowledge of marine operations	No Change

Comment expressing concern about impacts of specific elements of the Scheme on marine operations							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA04.01] Comment regarding the narrowing of the river	[MA04.01.01] This will affect tidal flow and cause flooding	✓				The impact of the Scheme on flood risk within Great Yarmouth has been assessed as part of the Environmental Impact Assessment. The Flood Risk Assessment is contained within Appendix 12B of the Environmental Statement.	No Change
	[MA04.01.02] This will affect vessel manoeuvrability				✓	The effect has been considered via the vessel simulation and is detailed in the Navigational Risk Assessment (document reference 6.14).	No Change
	[MA04.01.03] This will affect tidal flows, which will make using the pontoons impossible for vessels	✓				Hydrodynamic modelling of the effects on tidal currents has been undertaken. Chapter 12 of the Environmental Statement (document reference 6.1) considers Flood Risk. Appendix 12A in the Environmental Statement (document reference 6.2) considers Sediment Transport Assessment and Appendix 12B is the Flood Risk Assessment (document reference 6.2).	No Change

	[MA04.01.04] This will affect tidal flow, which will cause changes to silting in the river - dredging may be required	✓				An assessment of potential changes to the sediment patterns within the River has been undertaken as part of the Environmental Impact Assessment. Details of this are contained in the Sediment Transport Assessment (Appendix 11C of the Environmental Statement).	No Change
	[MA04.01.05] This will impact sea-going boat businesses down stream of Breydon Bridge	✓				Despite the narrowing at this point it will not preclude any vessels which currently use the river. These businesses will still be able to access the sea.	No Change
[MA04.02] Comment regarding the proposed pontoons	[MA04.02.01] Need to allow safe access to the pontoons	✓				The pontoons are intended for short term waiting only, they are not a marina facility. No access or egress from vessels is planned.	No Change
	[MA04.02.02] Need to accommodate at least 3 vessels at one time	✓				The pontoons are sized to accommodate three 12m vessels.	No Change

	[MA04.02.03] The proposed size, accommodating 3 vessels, is insufficient	✓				The pontoons can accommodate three 12m vessels. A bridge raising would be required on the arrival of a fourth vessel.	No Change
	[MA04.02.04] Need to provide shore access to/from the pontoons	✓				The pontoons are intended for short term waiting only, they are not a marina facility. No access or egress from vessels is planned.	No Change
	[MA04.02.05] Need to provide vessel pump-out facilities here or somewhere else in the port	✓				The pontoons are intended for short term waiting only, they are not a marina facility. No access or egress from vessels is planned.	No Change
	[MA04.02.06] General comment on the need for these			✓		The requirement and form of the facility has been established through consideration of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1).	No Change
[MA04.03]	[MA04.03.01]	✓				Following further assessment of the likely risks associated with the Scheme and the	Scheme Refinement

Comment regarding the commercial vessel berthing facility	This is too close to bend in river					development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	No 8 (See Section 10.3.2)
	[MA04.03.02] This is located in the wrong place and will be damaged by storm tidal surges	✓				Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	Scheme Refinement No 8 (See Section 10.3.2)
	[MA04.03.03] This is located too close to the bend and skeleton timber on the quay side at port entrance				✓	Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	Scheme Refinement No 8 (See Section 10.3.2)
	[MA04.03.04] This is located in the wrong place because it will affect vessel manoeuvrability				✓	Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	Scheme Refinement No 8 (See Section 10.3.2)

	<p>[MA04.03.05]</p> <p>This is located in the wrong place because the quayside is not strong enough</p>				✓	<p>Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.</p>	<p>Scheme Refinement No 8 (See Section 10.3.2)</p>
	<p>[MA04.03.06]</p> <p>This is located in the wrong place because it will affect quayside operations on the other side of the river</p>	✓			✓	<p>Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.</p>	<p>Scheme Refinement No 8 (See Section 10.3.2)</p>
	<p>[MA04.03.07]</p> <p>This will compromise Spending Beach, which has a navigational function in reducing wave turbulence in the haven</p>	✓				<p>Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.</p>	<p>Scheme Refinement No 8 (See Section 10.3.2)</p>

	[MA04.03.08] The west bank at this location is shallow piled and would need to be piled to accommodate the berthing facility	✓				Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	Scheme Refinement No 8 (See Section 10.3.2)
	[MA04.03.09] This is located in the wrong place because it is too close to the entrance to the harbour	✓				Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	Scheme Refinement No 8 (See Section 10.3.2)
	[MA04.03.10] This is located in the wrong place because it will affect hydraulic operations of the tidal flow here	✓				Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	Scheme Refinement No 8 (See Section 10.3.2)
	[MA04.03.11]	✓				Following further assessment of the likely risks associated with the Scheme and the	Scheme Refinement

	This is located in the wrong place because the river depth is insufficient here					development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	No 8 (See Section 10.3.2)
	[MA04.03.12] The cost of providing an adequate berthing facility has not been fully assessed	✓				Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	Scheme Refinement No 8 (See Section 10.3.2)
	[MA04.03.13] General comment that the emergency berthing location is welcomed	✓				Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	Scheme Refinement No 8 (See Section 10.3.2)

Comment about specific impacts on marine operations during construction						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA05.01] General comment expressing concern about impacts during construction				✓	The overall approach will be to utilise the river and port areas where there is a clear benefit to the project, but all works will be planned and undertaken with the strategy of minimising impact and disruption to port operations, port users and marine stakeholders.	No Change

Comment about the port operations						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA06.01] Comment that the port operations/vessel movements on river are low	✓				The Applicant notes these comments, the operation of the port is a matter for the Great Yarmouth Port Authority rather than this application.	No Change
[MA06.02] Comment that reducing impacts on traffic is more important than reducing impacts on river vessels	✓				The Applicant notes these comments. However, the Scheme has been developed to minimise the impact on port operations.	No Change
[MA06.03] Comment that the port operations are not important to the responder	✓				The Applicant notes these comments. However, the Scheme has been developed to minimise the impact on port operations.	No Change
[MA06.04] Comment that the port operations are important to the responder and every effort should be made to reduce the impacts	✓			✓	The Applicant notes these comments. However, the Scheme has been developed to minimise the impact on port operations.	No Change

Comment on future growth of the port and Outer Harbour						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA07.01] Comment that the Proposed Scheme will help port businesses				✓	The Scheme's objectives include supporting Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs and enhancing the port's role as an international gateway.	No Change

Comment about the Outer Harbour						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA08.01] Comment that vessels should be encouraged to use the Outer Harbour rather than the port	✓			✓	A decision on whether to use the Outer Harbour as an alternative to the port is not considered a matter for the Application.	No Change

Suggested changes to the marine proposals						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[MA09.01] Suggestion to provide pontoons that are suitable for vessels to raise/lower masts and not just wait	✓			✓	Pontoons are to provide a safe mooring for vessels only, the Applicant does not intend to provide equipment or services from it. Only vessels that are capable of safely lowering masts unassisted while afloat could use the facility for this purpose.	No Change
[MA09.02] Suggestion to incorporate a flood barrier into the proposals	✓			✓	The Environment Agency are carrying out flood defence improvement works in Great Yarmouth. The Applicant is engaging with the Environment Agency to ensure that the Scheme does not conflict with the flood defence proposals.	No Change
[MA09.03] Suggestion to make the holding pontoons larger/longer	✓				The pontoons are intended to accommodate three vessels. Where more than 3 vessels are present the bridge would be raised.	No Change
[MA09.04] Suggestion that the mooring pontoons need telephones to contact the control	✓				The existing river crossings do not provide telephones. The Applicant does not intend to provide telephones. The operator will	No Change

tower as VHF radio and mobile phones are not always available					respond to emails, VHF radio and calls that can be made from mobiles.	
[MA09.05] Suggestion to provide variable message signs for vessels to advise of bridge raising schedules	✓				Raisings will be communicated to vessels by the Great Yarmouth Port Company via Local Port Control.	No Change
[MA09.06] Suggestion to use turbines in gaps between bridge piers and bank to generate power	✓				The Scheme does not provide gaps between the bridge piers and bank; therefore, this suggestion is not achievable.	No Change
[MA09.07] Suggestion that the commitment to raise the bridge on demand for commercial vessels should be made a legal requirement	✓				The Scheme of Operation will be certified as part of the DCO process.	No Change
[MA09.08] Suggestion that adequate layby facilities should be provided for commercial vessels	✓				Following further assessment of the likely risks associated with the Scheme and the development of the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1), this proposed facility has now been removed from the Scheme.	No Change

[MA09.09] Suggested changes beyond the Application Site	[MA09.09.01] Provide better mooring facilities near Town Quay, including holding areas either side of Haven Bridge	✓			✓	A decision on whether to provide improved mooring facilities at Town Quay and either side of Haven Bridge is not considered a matter for the Application.	No Change
	[MA09.09.02] Make better use of the Outer Harbour and quayside near river mouth to reduce raisings	✓			✓	To use the Outer Harbour as an alternative to the port area north of the bridge is not considered a matter for the Application.	No Change
	[MA09.09.03] Raising of the bridge should be co-ordinated with the other bridges to reduce impacts on leisure vessels	✓		✓		The Applicant considers co-ordination of the raisings of the bridges would be favourable and allow easier passage for vessels, however this co-ordination would need to be consistent with the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1).	No Change
	[MA09.09.04] Provide pontoon moorings either side of Breydon			✓		A decision on whether to provide pontoon moorings either side of Breydon Bridge is not considered a matter for the Application.	No Change

	Bridge to allow vessels to demast before passing through all 3 bridges						
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Table 9-22: Matters raised regarding 'Marine'

9.12 Key Matters Arising – Environment

9.12.1 The graphs and following tables below show the breakdown of overall comments on the environmental impacts of the Proposed Scheme.

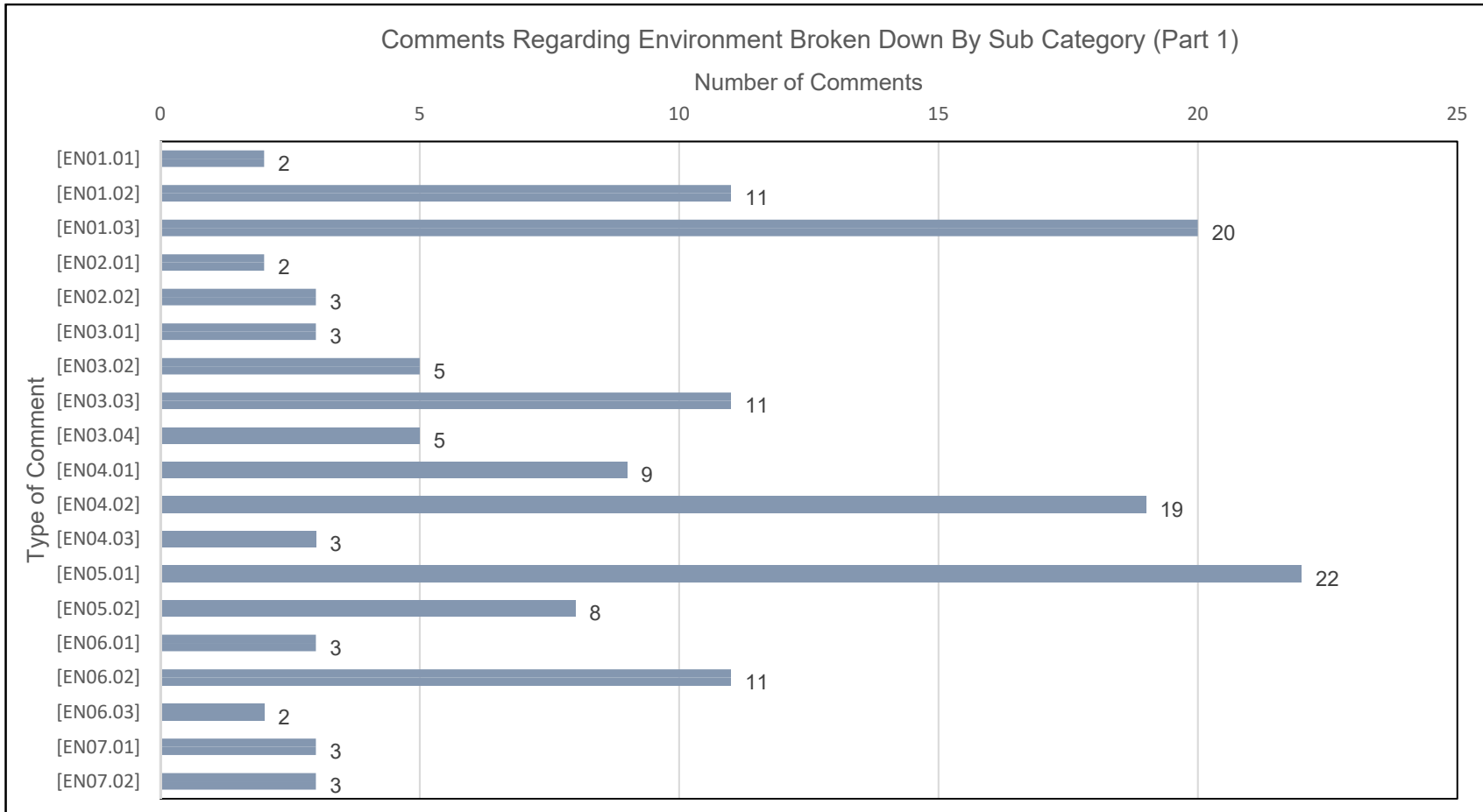


Figure 9-12: Responses regarding 'Environment' Part 1

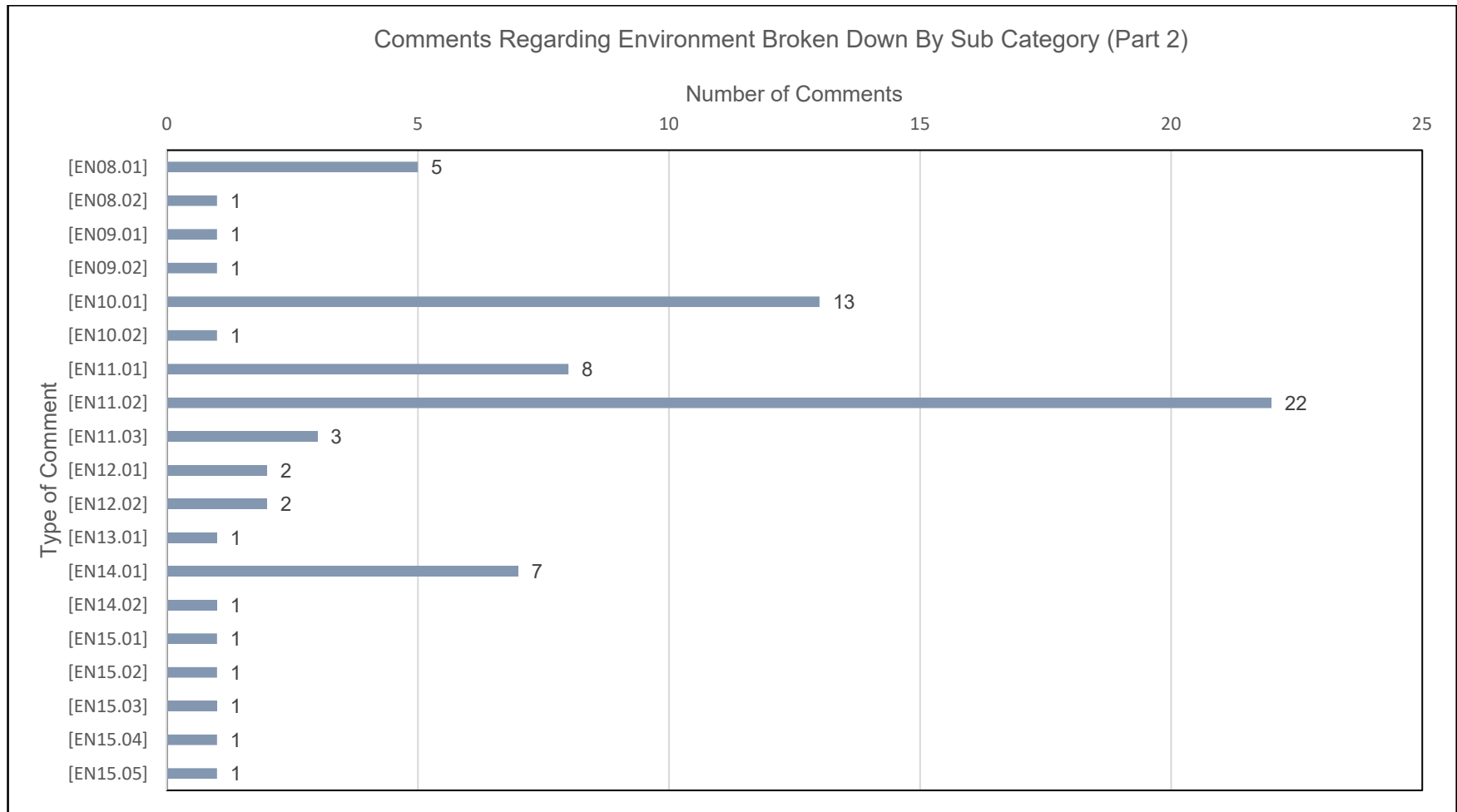


Figure 9-13: Responses regarding 'Environment' Part 2

Comment that the proposals will improve the environment	
[EN01.01]	General comment that the proposals will improve the environment but these need to be considered against the detrimental impacts
[EN01.02]	Comment that the proposals will improve the environment because.....
[EN01.03]	Comment that scheme will not impact environment or the impacts are minimal
Comment that the proposals will not improve the environment	
[EN02.01]	General comment that the proposals will not improve the environment
[EN02.02]	Comment that the proposals will not improve the environment because.....
Neutral comment on whether the proposals will improve the environment or it is not relevant to the responder	
[EN03.01]	Comment that the responder does not know whether the proposals will impact the environment
[EN03.02]	Comment that the responder does not have enough knowledge/information to comment
[EN03.03]	Comment that the responder is not concerned with environment/environment should not be the priority
[EN03.04]	Comment that the responder has no comment on the impacts of the proposals on the environment
Comment on air quality impacts	
[EN04.01]	Comment on air quality impacts during construction
[EN04.02]	Comment on air quality impacts once in operation
[EN04.03]	Comment that mitigating the air quality impacts is important
Comment on noise and vibration impacts	
[EN05.01]	Comment on noise and vibration impacts during construction
[EN05.02]	Comment on noise and vibration impacts once in operation

Comment on ecology impacts	
[EN06.01]	Comment on ecology impacts during construction
[EN06.02]	Comment on ecology impacts once in operation
[EN06.03]	Comment that mitigating ecology impacts is important
Comment on geology and soils impacts	
[EN07.01]	Comment on geology and soils impacts during construction
[EN07.02]	Comment on geology and soils impacts once in operation
Comment on visual impacts	
[EN08.01]	Comment on visual impacts once in operation
[EN08.02]	Comment that mitigating the visual impacts is important
Comment on cultural heritage impacts	
[EN09.01]	Comment on cultural heritage impacts once in operation
[EN09.02]	Comment that mitigating cultural heritage impacts is important
Comment on drainage and flood risk impacts	
[EN10.01]	Comment on drainage and flood risk impacts once in operation
[EN10.02]	Comment that mitigating drainage and flood impacts is important
Comment on people and communities risk impacts	
[EN11.01]	Comment on people and communities impacts during construction
[EN11.02]	Comment on people and communities impacts once in operation
[EN11.03]	Comment that people and communities impacts is important

Comment on other environmental impacts	
[EN12.01]	Comment on other impacts during construction
[EN12.02]	Comment on other impacts during operation
Other comment regarding the environment	
[EN13.01]	The PEIR states that no evidence of hedgehogs at air training corps site on Suffolk Road but tenants regularly find these
Comment that efforts need to be made to minimise impact to the environment	
[EN14.01]	General comment that efforts need to be made to minimise impact to the environment
[EN14.02]	Comment that efforts need to be made to minimise impact to the environment on the west side
Suggestions to reduce impacts on the environment	
[EN15.01]	Suggestion to investigate drainage issues at the pond near Shrublands Way/Humberstone Road
[EN15.02]	Suggestion to undertake before and after surveys of nearby properties to determine impacts during construction
[EN15.03]	Suggestion to use acceptable working hours to reduce noise/vibration impacts
[EN15.04]	Suggestion to use acceptable working hours to reduce noise/vibration impacts
[EN15.05]	Suggestion to invest mitigation measures for the MIND Centre and Grounds site

Table 9-23: Chart key for responses regarding 'Environment'

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- 9.12.2 Figures 9-12 and 9-13 above indicates that the number of written comments agreeing that the Proposed Scheme would minimise the impact to the environment was greater than those disagreeing that the Proposed Scheme would minimise the impact to the environment.
- 9.12.3 The most frequent concerns regarding the impacts to the environment (both during construction and once in operation) were:
- People and communities risk impacts (Code EN11.01 and EN11.02);
 - Noise and vibration impacts (Code EN05.01 and EN5.02);
 - Air quality impacts (Code EN04.01, EN4.02 and EN04.03);
 - Drainage and flood risk impacts (Code EN10.01 and EN10.02);
 - Ecology impacts (Code EN06.01, EN6.02 and EN06.03).
- 9.12.4 There was no frequently suggested change to the Proposed Scheme to reduce the environmental impacts although a number did highlight the need to reduce the environmental impacts in general.
- 9.12.5 Table 9-24 below provides a breakdown of the written comments made concerning 'Environment' and the regard the Applicant has given to these comments as required by Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment that the proposals will improve the environment							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN01.01] General comment that the proposals will improve the environment but these need to be considered against the detrimental impacts		✓				One of the objectives of the Scheme is to protect and improve the environment. The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environmental and what mitigation and enhancements are included.	No Change
[EN01.02] Comment that the proposals will improve the environment because.....	[EN01.02.01] They will reduce congestion	✓			✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that journey times will be reduced for the main routes in the town and congestion will decrease at the most congested junctions.	No Change
	[EN01.02.02] They will improve an already unsightly area	✓				The Scheme aims to provide an enhancement of the local area. As part of the proposals the Applicant intends to provide a number of public space improvements within the land required for the scheme. These include the provision of new areas of public routes	No Change

						and areas of landscaped space. More information is provided in the Design Report (document reference 7.4)	
	[EN01.02.03] The impacts will be fully considered	✓			✓	The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environment and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation.	No Change
[EN01.03] Comment that scheme will not impact environment/or impacts are minimal		✓			✓	The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environment and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation.	No Change

Comment that the proposals will not improve the environment							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN02.01] General comment that the proposals will not improve the environment		✓				The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environment and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation.	No Change
[EN02.02] Comment that the proposals will not improve the environment because.....	[EN02.02.01] The impacts have not been fully considered	✓				The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environment and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation.	No Change
	[EN02.02.02] Short cuts will be taken/the contractor won't	✓				Environmental Statement (document reference 6.1) provides details of the likely significant impacts upon the environmental and what mitigation and enhancements are included. The DCO, if	No Change

	comply with requirements					granted, will require the Contractor to undertaking the mitigations and commitments made as part of the DCO process.	
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Neutral comment on whether the proposals will the environment or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN03.01] Comment that the responder does not know whether the proposals will impact the environment	✓				The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environment and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation. The Non-Technical Summary (document reference 6.5) provides a summary of the key findings from the Environmental Statement presented in a clear and concise manner.	No Change
[EN03.02] Comment that the responder does not have enough knowledge/information to comment	✓			✓	As part of the Consultation a Preliminary Environmental Information Report (PEIR) was produced, which provided information on the potential environmental effects of the Scheme using information available at that time.	No Change

<p>[EN03.03]</p> <p>Comment that the responder is not concerned with environment/environment should not be the priority</p>	✓			✓	<p>The nature and scale of the Scheme is such that it requires a formal Environmental Impact Assessment. An Environmental Statement (document reference 6.1) is submitted with the application which provides details of the likely significant impacts upon the environment and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation. The Environmental Statement (document reference 6.1) is an important document which helps to ensure environmental considerations are taken into account by the Applicant.</p>	No Change
<p>[EN03.04]</p> <p>Comment that the responder has no comment on the impacts of the proposals on the environment</p>	✓				<p>The nature and scale of the scheme is such that it requires a formal Environmental Impact Assessment. An Environmental Statement (document reference 6.1) is submitted with the application which provides details of the likely significant impacts upon the environmental and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation. The Environmental</p>	No Change

					Statement (document reference 6.1) is an important document which helps to ensure environmental considerations are taken into account by the Applicant.	
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Comment on air quality impacts							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN04.01] Comment on air quality impacts during construction	[EN04.01.01] General concern	✓			✓	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>This summarises that the construction phase air quality assessment has demonstrated that, in the absence of mitigation, the scale and nature of the Scheme construction, excluding demolition, represent a medium to high risk of dust related impacts. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of dust.</p> <p>Operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the implementation of the Scheme. Although residual worsening effects can be expected in the area of the Scheme</p>	No Change

						and approach routes to the new crossing, in future years improvements in emissions are forecast.	
	[EN04.01.02] Concern about Alpha Road	✓				<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>This summarises that the construction phase air quality assessment has demonstrated that, in the absence of mitigation, the scale and nature of the Scheme construction, excluding demolition, represent a medium to high risk of dust related impacts. The highest sensitive receptors are those located within 50m and downwind of potential dust-generating activities. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of dust. Any impacts are expected to be intermittent and temporary for the duration of the respective activities only.</p>	No Change
	[EN04.01.03]				✓	Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a	No Change

	Concern about Cromwell Road				<p>result of changes to traffic emissions associated with the Scheme.</p> <p>This summarises that the construction phase air quality assessment has demonstrated that, in the absence of mitigation, the scale and nature of the Scheme construction, excluding demolition, represent a medium to high risk of dust related impacts. The highest sensitive receptors are those located within 50m and downwind of potential dust-generating activities. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of dust. Any impacts are expected to be intermittent and temporary for the duration of the respective activities only.</p>	
	[EN04.01.04] Concern about impact to education and medical premises in the area		✓		<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>This summarises that the construction phase air quality assessment has demonstrated that, in the absence of mitigation, the scale and nature of the</p>	No Change

						<p>Scheme construction, excluding demolition, represent a medium to high risk of dust related impacts. The highest sensitive receptors are those located within 50m and downwind of potential dust-generating activities. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of dust. Any impacts are expected to be intermittent and temporary for the duration of the respective activities only.</p>	
	<p>[EN04.01.05] Concern about High Road</p>				✓	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>This summarises that the construction phase air quality assessment has demonstrated that, in the absence of mitigation, the scale and nature of the Scheme construction, excluding demolition, represent a medium to high risk of dust related impacts. The highest sensitive receptors are those located within 50m and downwind of potential dust-generating activities. Mitigation measures will be implemented and</p>	<p>No Change</p>

						secured via the full Code of Construction Practice to prevent or minimise the effect of dust. Any impacts are expected to be intermittent and temporary for the duration of the respective activities only.	
	[EN04.01.06] Concern about Suffolk Road and Suffolk Road Common				✓	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>This summarises that the construction phase air quality assessment has demonstrated that, in the absence of mitigation, the scale and nature of the Scheme construction, excluding demolition, represent a medium to high risk of dust related impacts. The highest sensitive receptors are those located within 50m and downwind of potential dust-generating activities. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of dust. Any impacts are expected to be intermittent and temporary for the duration of the respective activities only.</p>	No Change

<p>[EN04.02] Comment on air quality impacts once in operation</p>	<p>[EN04.02.01] General concern</p>	<p>✓</p>			<p>✓</p>	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme. It shows that operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the implementation of the Scheme. Although residual worsening effects can be expected in the area of the Scheme and approach routes to the new crossing, in future years improvements in emissions are forecast.</p>	<p>No Change</p>
	<p>[EN04.02.02] Concern about Malthouse Quay area</p>				<p>✓</p>	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>The chapter undertakes an assessment of operational phase local air quality impacts on all sensitive receptors within the study area, as shown in Figure 6.2 (of the Environmental Statement).</p> <p>Operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the</p>	<p>No Change</p>

						implementation of the Scheme. Although residual worsening effects can be expected in the area of the Scheme and approach routes to the new crossing, in future years improvements in emissions are forecast.	
	[EN04.02.03] Concern about Cromwell Road				✓	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>The chapter undertakes an assessment of operational phase local air quality impacts on all sensitive receptors within the study area, as shown in Figure 6.2 (of the Environmental Statement).</p> <p>Operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the implementation of the Scheme. Although residual worsening effects can be expected in the area of the Scheme and approach routes to the new crossing, in future years improvements in emissions are forecast.</p>	No Change

	[EN04.02.04] Concern about Gapton Hall and Harfrey's Roundabouts	✓			Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme. The chapter undertakes an assessment of operational phase local air quality impacts on all sensitive receptors within the study area, as shown in Figure 6.2 (of the Environmental Statement). Operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the implementation of the Scheme. Although residual worsening effects can be expected in the area of the Scheme and approach routes to the new crossing, in future years improvements in emissions are forecast.	No Change
	[EN04.02.05] Concern about the west side	✓			Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme. The chapter undertakes an assessment of operational phase local air quality	No Change

					<p>impacts on all sensitive receptors within the study area, as shown in Figure 6.2 (of the Environmental Statement).</p> <p>Operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the implementation of the Scheme.</p> <p>Although residual worsening effects can be expected in the area of the Scheme and approach routes to the new crossing, in future years improvements in emissions are forecast.</p>	
	<p>[EN04.02.06] Concern about Southtown Road</p>			✓	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>The chapter undertakes an assessment of operational phase local air quality impacts on all sensitive receptors within the study area, as shown in Figure 6.2 (of the Environmental Statement).</p> <p>Operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the implementation of the Scheme.</p> <p>Although residual worsening effects can</p>	No Change

						be expected in the area of the Scheme and approach routes to the new crossing, in future years improvements in emissions are forecast.	
	[EN04.02.07] Concern about the Kingsgate Community Centre				✓	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>The chapter undertakes an assessment of operational phase local air quality impacts on all sensitive receptors within the study area, as shown in Figure 6.2 (of the Environmental Statement), including the Kingsgate Community Centre.</p> <p>Operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the implementation of the Scheme. Although residual worsening effects can be expected in the area of the Scheme and approach routes to the new crossing, in future years improvements in emissions are forecast.</p>	Scheme Refinement No 3 (See Section 10.3.2)

	<p>[EN04.02.08]</p> <p>Concern about High Road</p>				✓	<p>Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme.</p> <p>The chapter undertakes an assessment of operational phase local air quality impacts on all sensitive receptors within the study area, as shown in Figure 6.2 (of the Environmental Statement).</p> <p>Operational phase air quality impacts are expected to be associated with changes to vehicle emissions caused by the implementation of the Scheme. Although residual worsening effects can be expected in the area of the Scheme and approach routes to the new crossing, in future years improvements in emissions are forecast.</p>	No Change
	<p>[EN04.02.09]</p> <p>Concern about the need to mitigate impacts of waiting vessels at commercial vessel</p>		✓			<p>Vessels which require a raising of the bridge to pass will have arranged their passage and thus should not be idling. The commercial vessel waiting facility is no longer part of the design so emissions from idling river traffic using this facility will no longer be an issue. Signage will instruct leisure craft and small vessels to</p>	No Change

	facility and at the bridge					turn off their engines whilst waiting for the bridge to raise. The Defra background air quality maps include shipping emissions and the background mapping has been incorporated into the operational phase local air quality model results.	
[EN04.03]	Comment that mitigating the air quality impacts is important	✓				Chapter 6 of the Environmental Statement (document reference 6.1) considers the change in air quality as a result of changes to traffic emissions associated with the Scheme. It also considers mitigations during construction and operation of the Scheme.	No Change

Comment on noise and vibration impacts							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN05.01] Comment on noise and vibration impacts during construction	[EN05.01.01] General concern	✓			✓	Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of noise and vibration during construction.	No Change
	[EN05.01.02] Concern about MIND Centre and Grounds site	✓			✓	Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. The Applicant has engaged with MIND Centre and Grounds site regarding the impact of the Scheme and potential mitigations.	Scheme Refinement No 9 (See Section 10.3.2)
	[EN05.01.03]	✓			✓	Chapter 7 of the Environmental Statement (document reference 6.1)	No Change

	Concern about Boundary Road					<p>considers the impact of noise and vibration as a result of the construction and operation of the Scheme.</p> <p>The assessment concluded that construction traffic will not have a significant impact to noise and vibration. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of noise and vibration during construction, including a Construction Traffic Management Plan.</p>	
	[EN05.01.04] Concern about nearby properties				✓	<p>Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of noise and vibration during construction. Properties within 100m will be notified of the works in advance via letter, and a community liaison officer will be available for residents to contact with concerns.</p>	No Change

	[EN05.01.05] Concern about Cromwell Road				✓	Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. The assessment concludes that there is a likely impact to properties at Cromwell Road due to construction activities. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of noise and vibration during construction. Properties within 100m will be notified of the works in advance via letter, and a community liaison officer will be available for residents to contact with concerns.	No Change
	[EN05.01.06] Concern about Alpha Road	✓				Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. The assessment concludes that there will not be a significant impact to properties on Alpha Road due to construction activities.	No Change

	[EN05.01.07] Concern about Common Road				✓	Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. The assessment concludes that there will not be a significant impact to properties on Common Road due to construction activities.	No Change
	[EN05.01.08] Concern about impact to education and medical premises in the area		✓			Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. The assessment considers the effects to all sensitive receptors from noise and vibration. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of noise and vibration during construction. Properties within 100m will be notified of the works in advance via letter, and a community liaison officer will be available for residents to contact with concerns.	No Change

	[EN05.01.09] Concern about the Kingsgate Community Centre				✓	Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. The assessment concludes that there is a likely impact to the Kings Centre due to construction activities. Mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of noise and vibration during construction. Properties within 100m will be notified of the works in advance via letter, and a community liaison officer will be available for residents to contact with concerns.	No Change
	[EN05.01.10] Concern about Southtown Road	✓				Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. The assessment concludes that there is a likely impact to properties on Southtown Road due to construction activities. Mitigation measures will be implemented and secured via the full	No Change

						Code of Construction Practice to prevent or minimise the effect of noise and vibration during construction. Properties within 100m will be notified of the works in advance via letter, and a community liaison officer will be available for residents to contact with concerns.	
	[EN05.01.11] Concern about High Road				✓	Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. The assessment concludes that there will not be a significant impact to properties on High Road due to construction activities or construction traffic.	No Change
[EN05.02] Comment on noise and vibration impacts once in operation	[EN05.02.01] General concern				✓	Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme.	No Change
	[EN05.02.02] Concern about High Road	✓				Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and	No Change

					<p>vibration as a result of the construction and operation of the Scheme.</p> <p>The assessment concludes that nearby receptors may experience disturbance from noise due to the operation of the scheme, however this will reduce over time.</p>	
	<p>[EN05.02.03] Concern about the east side</p>				<p>✓</p> <p>Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme.</p> <p>The assessment concludes that there will be both beneficial and adverse impacts to noise and vibration on the east side, this is due to a change in the routes of traffic travelling through the east side due to the Scheme.</p>	<p>No Change</p>

Comment on ecology impacts							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN06.01] Comment on ecology impacts during construction	[EN06.01.01] Concern about the impact on fruit and vegetables grown at MIND Centre and Grounds site				✓	The Applicant has engaged with Community Roots regarding the impact of the Scheme and potential mitigations.	Scheme Refinement No 9 (See Section 10.3.2)
	[EN06.01.02] Concern about the impact on breeding birds				✓	<p>Chapter 8 of the Environmental Statement (document reference 6.1) details the assessment of likely significant effects arising from the Scheme upon terrestrial and aquatic ecology.</p> <p>The chapter concluded the breeding bird community was considered to be unexceptional within the Scheme with the exception of two to three territories of black redstart. The assessment has however concluded that there would be no significant effect upon breeding birds with the mitigation measures proposed.</p>	No Change

<p>[EN06.02]</p> <p>Comment on ecology impacts once in operation</p>	<p>[EN06.02.01]</p> <p>Concern about the impact on hedgerows and wildlife at the MIND Centre and Grounds site</p>	<p>✓</p>			<p>✓</p>	<p>Chapter 8 of the Environmental Statement (document reference 6.1) details the assessment of likely significant effects arising from the Scheme upon terrestrial and aquatic ecology. This states that habitats within the footprint of the Scheme, including residential gardens and an area of allotments on Queen Anne's Road are suitable habitat for hedgehog, although no evidence of hedgehog was recorded during the survey work undertaken. Further surveys for hedgehogs were not undertaken.</p> <p>The allotments provide a suitable habitat for reptiles. However, this habitat is limited in extent, subject to frequent disturbance and is surrounded by urban development with no connectivity to other suitable habitats within the wider area. Accordingly, the suitability of this habitat for reptiles is limited such that should reptiles be present, it is likely that they will occur in low numbers. Measures to mitigate the impact of the Scheme on reptiles are included within the Environmental Statement (document</p>	<p>Scheme Refinement No 9 (See Section 10.3.2)</p>
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					reference 6.1). Baseline surveys for reptiles have not been undertaken. The allotments were categorised as being of moderate value to supporting foraging or community bats. The activity surveys showed that one species of bat (common pipistrelle) uses the site for commuting and/or foraging. When considering embedded mitigation measures, including landscaping, there is considerable potential to increase bat foraging opportunities for bat species The Applicant has engaged with Community Roots regarding the impact of the Scheme and potential mitigations.	
[EN06.03] Comment that mitigating ecology impacts is important	✓			✓	Chapter 8 of the Environmental Statement (document reference 6.1) details the assessment of likely significant effects arising from the Scheme upon terrestrial and aquatic ecology. The chapter describes the mitigation measures required to prevent, reduce or offset any significant negative effects, and the likely residual effects after these measures have been employed.	No Change

Comment on geology and soils impacts							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN07.01] Comment on geology and soils impacts during construction	[EN07.01.01] Comment identifying Transco Great Yarmouth Gas Holder as a hazardous installation		✓			Chapter 18 of the Environmental Statement (document reference 6.1) details the outcome of the assessment of likely impacts of the Scheme to major accidents and disasters. The chapter describes: <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; • the further mitigation measures required to prevent, reduce or offset any significant negative effects; • the likely residual effects after these measures have been employed. 	No Change
	[EN07.01.02]		✓			Chapter 18 of the Environmental Statement (document reference 6.1)	No Change

	<p>Comment identifying ASCO Fuels and Lubricants as a hazardous installation</p>				<p>details the outcome of the assessment of likely impacts of the Scheme to major accidents and disasters.</p> <p>The chapter describes:</p> <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; • the further mitigation measures required to prevent, reduce or offset any significant negative effects; • the likely residual effects after these measures have been employed. 	
	<p>[EN07.01.03] Comment on the need to consider the potential impacts to water quality caused by dust and/or runoff</p>		<p>✓</p>		<p>Chapter 16 of the Environmental Statement (document reference 6.1) details the outcome of the assessment of likely significant effects arising from the Scheme upon geology and soils.</p> <p>The assessment concludes that there is a potential moderate to large short-term impact to water quality from contaminated runoff. However.</p>	<p>No Change</p>

					mitigation measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effect of runoff during construction.	
	[EN07.01.04] Comment that any archaeology studies should be undertaken sufficiently in advance of works	✓			<p>Chapter 9 of the Environmental Statement (document reference 6.1) details the outcome of the assessment of likely significant effects arising from the Scheme upon cultural heritage.</p> <p>The chapter describes:</p> <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; • the further mitigation measures required to prevent, reduce or offset any significant negative effects; • the likely residual effects after these measures have been employed. 	No Change

<p>[EN07.02] Comment on geology and soils impacts once in operation</p>	<p>[EN07.02.01] Comment that the quality of soil built up over the years on the MIND Centre and Grounds site will be lost</p>	✓			✓	<p>Chapter 16 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon geology and soils. The Applicant has engaged with MIND Centre and Grounds regarding the impact of the Scheme and potential mitigations.</p>	<p>Scheme Refinement No 9 (See Section 10.3.2)</p>
	<p>[EN07.02.02] Comment that river flow changes and soil bed erosion of the river bed will impact some vessel berths</p>				✓	<p>Chapter 11 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon the water environment. This is supported by the Sediment Transport Assessment (Appendix 11C).</p>	<p>No Change</p>
	<p>[EN07.02.03] Comment on the need to consider the potential impacts to water quality caused by dust and/or runoff</p>		✓			<p>Chapter 16 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon geology and soils.</p> <p>The assessment concludes that there will be no change to water quality from contaminated soils.</p>	<p>No Change</p>

					<p>Chapter 11 of the Environmental Statement (document reference 6.1) reports the outcome of spillage and leak impacts to controlled waters from the operational phase. The assessment concludes that there is potential for a minor impact to the River Yare. However a Scheme Drainage Strategy (Appendix 12C of the Environment Statement) will be implemented to minimise the impact.</p>	
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Comment on visual impacts							
Sub Theme		S47	S42	S42	S42	Response by the Applicant	Change
		S48	(1)(a)	(1)(b)	(1)(d)		
[EN08.01] Comment on visual impacts once in operation	[EN08.01.01] Concern that the bridge deck will be level with upstairs window on the west side				✓	Chapter 10 of the Environmental Statement (document reference 6.1) assesses the likely significant effects of the Scheme on the landscape, on specific views and on the general visual amenity experienced by people. The assessment describes the visual impacts to viewpoints and describes how mitigation planting will reduce this impact over time.	No Change
	[EN08.01.02] Concern about impacts on the east side	✓				Chapter 10 of the Environmental Statement (document reference 6.1) assesses the likely significant effects of the Scheme on the landscape, on specific views and on the general visual amenity experienced by people. The assessment describes the visual impacts to viewpoints and townscape and describes how mitigation planting will reduce this impact over time.	No Change

	[EN08.01.03] Concern about impacts on the Minster				✓	Chapter 10 of the Environmental Statement (document reference 6.1) assesses the likely significant effects of the Scheme on the landscape, on specific views and on the general visual amenity experienced by people. The assessment describes the visual impacts to viewpoints and townscape and describes how mitigation planting will reduce this impact over time.	No Change
	[EN08.01.04] Concern about light pollution from the bridge				✓	Chapter 10 of the Environmental Statement (document reference 6.1) assesses the likely significant effects of the Scheme on the landscape, on specific views and on the general visual amenity experienced by people. This is supported by the Lighting Report - Appendix D of the Design Report Appendix 10E (document reference 7.4d). The assessment concludes that there will be a potential impact to some viewpoints from artificial lighting. However overtime this impact will be reduced as the mitigation planting matures filtering the light.	No Change

<p>[EN08.02] Comment that mitigating the visual impacts is important</p>				<p>✓</p>	<p>Chapter 10 of the Environmental Statement (document reference 6.1) assesses the likely significant effects of the Scheme on the landscape, on specific views and on the general visual amenity experienced by people.</p> <p>The chapter describes the assessment methodology, the baseline conditions at the Site and in the surrounding area and any mitigation adopted for the purposes of the assessment. It includes a summary of the likely significant effects taking into account national legislation, and describes the further mitigation measures required to prevent, reduce or offset any significant negative effects, and the likely residual effects after these measures have been employed.</p>	<p>No Change</p>
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Comment on cultural heritage impacts							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN09.01] Comment on cultural heritage impacts once in operation	[EN09.01.01] Comment on the need to preserve historic buildings				✓	<p>Chapter 9 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon cultural heritage.</p> <p>The chapter describes:</p> <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; • the further mitigation measures required to prevent, reduce or offset any significant negative effects; • the likely residual effects after these measures have been employed. 	No Change

<p>[EN09.02] Comment that mitigating cultural heritage impacts is important</p>				<p>✓</p>	<p>Chapter 9 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon cultural heritage.</p> <p>The chapter describes:</p> <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; • the further mitigation measures required to prevent, reduce or offset any significant negative effects; • the likely residual effects after these measures have been employed. 	<p>No Change</p>
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Comment on drainage and flood risk impacts							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN10.01] Comment on drainage and flood risk impacts once in operation	[EN10.01.01] Concern about White Horse Corner	✓				<p>In the present day scenario, the 0.1% Annual Exceedance Probability (AEP) flood extent with and without Scheme reaches White House Corner but only the road in this area is shown to flood. No flooding is predicted in the present day scenario for the 5% AEP or 0.5% AEP events, with or without the Scheme. The Scheme has no impact on the predicted flood risk in this location for the present day scenario.</p> <p>For the climate change scenario (representing flood risk in 2140 with sea level rise), White House Corner is predicted to flood during the 5%, 0.5% and 0.1% AEP events with and without the Scheme. With the Scheme in place, White House Corner will actually see a slight reduction in flood depths of up to 0.1m compared to the existing scenario. Therefore, there is no negative impact of the Scheme in this location.</p>	No Change

	[EN10.01.02] Concern that narrowing river channel will increase flood risk	✓			✓	Chapter 12 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on flooding and is supported by a Flood Risk Assessment.	No Change
	[EN10.01.03] Concern about flooding of the Kingsgate Community Centre area				✓	There is no risk of flooding to the Kingsgate Community Church in the 0.5% Annual Exceedance Probability (AEP) present day flood event with or without the Scheme in place. The Scheme does not alter the flood risk at the centre for the present day scenario. In the climate change scenario, the church is predicted to flood in the 5% AEP event. However, the impact of the Scheme reduces predicted flood depths at the church by between 0.02m and 0.1m in the climate change scenario.	No Change
[EN10.02]	Comment that mitigating drainage and flood impacts is important	✓				The proposed surface water system will capture all proposed and existing surface water flooding. The overall principle of the proposed scheme will be to reduce flood risk within the area.	No Change

Comment on people and communities risk impacts							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN11.01] Comment on people and communities impacts during construction	[EN11.01.01] Concern about closure of walking routes during construction				✓	Temporary closures of some footpaths and public rights of way are likely to be necessary at certain points during the construction of the Scheme. Where this is the case, temporary diversion routes will be provided.	No Change
	[EN11.01.02] Concern about impact on residents on the west side	✓				The Environmental Statement (document reference 6.1) includes measures to mitigate the impact on the environment including residents. Construction measures will be implemented and secured via the full Code of Construction Practice to prevent or minimise the effects of construction.	No Change
	[EN11.01.03] Concern about impact on residents on the east side	✓				The Environmental Statement (document reference 6.1) includes measures to mitigate the impact on the environment including residents. Construction measures will be implemented and secured via the full Code of Construction	No Change

						Practice to prevent or minimise the effects of construction.	
	[EN11.01.04] Concern about access/parking at MIND Centre and Grounds	✓			✓	<p>Chapter 14 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on people and communities, Supported by the Equalities Impact Assessment (document reference 6.15).</p> <p>The chapter provides a summary of the likely significant effects on community facilities, and their users. Mitigation measures will be implemented and secured via the full Code of Construction Practice to reduce any significant effects.</p> <p>The Applicant has engaged with MIND Centre and Grounds regarding the impact of the Scheme and potential mitigations.</p>	Scheme Refinement No 9 (See Section 10.3.2)
	[EN11.01.05] Concern about traffic impacts (including buses) as a result of temporary closures on Southtown Road	✓				<p>Chapter 17 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on traffic and transport.</p> <p>The chapter provides a summary of the likely significant effects on buses and their users. A slight impact is anticipated due to the road closures. However</p>	No Change

	and William Adams Way					mitigation measures will be implemented and secured via the full Code of Construction Practice to reduce any significant effects.	
[EN11.02] Comment on people and communities impacts once in operation	[EN11.02.01] Concern about impact on residents on west side	✓			✓	<p>Chapter 14 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on people and communities, Supported by the Equalities Impact Assessment (document reference 6.15).</p> <p>The chapter describes:</p> <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; • the further mitigation measures required to prevent, reduce or offset any significant negative effects; • the likely residual effects after these measures have been employed. 	No Change
	[EN11.02.02]	✓			✓	Chapter 14 of the Environmental Statement (document reference 6.1)	No Change

	Concern about impact on the local community				addresses the likely effects of the Scheme on people and communities, supported by the Equalities Impact Assessment (document reference 6.15). The chapter describes: <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; • the further mitigation measures required to prevent, reduce or offset any significant negative effects; • the likely residual effects after these measures have been employed. 	
	[EN11.02.03] Concern about impact on people using MIND Centre and Grounds site	✓		✓	Chapter 14 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on people and communities. supported by the Equalities Impact Assessment (document reference 6.15). The chapter provides a summary of the likely significant effects on community	Scheme Refinement No 9 (See Section 10.3.2)

					<p>facilities and their users and describes mitigation measures to reduce any adverse effects.</p> <p>The Applicant has engaged with MIND Centre and Grounds regarding the impact of the Scheme and potential mitigations.</p>	
	<p>[EN11.02.04] Concern about specific impact on vulnerable people at MIND Centre and Grounds site</p>	✓			<p>✓</p> <p>Chapter 14 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on people and communities, supported by the Equalities Impact Assessment (document reference 6.15).</p> <p>The Equalities Impact Assessment provides a summary of the likely effects on vulnerable people and describes any mitigation measures to reduce any adverse effects.</p> <p>The Applicant has engaged with MIND Centre and Grounds regarding the impact of the Scheme and potential mitigations.</p>	<p>Scheme Refinement No 9 (See Section 10.3.2)</p>
	<p>[EN11.02.05] Concern about the devaluing of the</p>	✓			<p>Chapter 14 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on people and communities,</p>	<p>No Change</p>

	investment make into the MIND Centre and Grounds site					supported by the Equalities Impact Assessment (document reference 6.15). The chapter provides a summary of the likely significant effects on community assets and describes mitigation measures to reduce any adverse effects. The Applicant has engaged with MIND Centre and Grounds regarding the impact of the Scheme and potential mitigations.	
[EN11.03]	Comment that people and communities impacts is important	✓	✓		✓	Chapter 14 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on people and communities, supported by the Equalities Impact Assessment (document reference 6.15). The chapter describes: <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; 	No Change

					<ul style="list-style-type: none">• the further mitigation measures required to prevent, reduce or offset any significant negative effects;• the likely residual effects after these measures have been employed.	
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Comment on other environmental impacts							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN12.01] Comment on other impacts during construction	[EN12.01.01] Concern regarding Unexploded Ordnance	✓				<p>Chapter 18 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely impacts of the Scheme to major accidents and disasters.</p> <p>The chapter considers the risk of explosions as a result of disturbance of ordnance during construction activities and describes the mitigation in place to reduce the risk. Emergency procedures will be implemented in the full Code of Construction Practice to minimise this risk. Chapter 18 concludes that this risk is not significant.</p>	No Change
	[EN12.01.02] General concern about impacts during construction	✓				<p>The Environmental Statement (document reference 6.1) includes measures to mitigate the impact on the environment including residents. Construction measures will be implemented and secured via the full Code of Construction</p>	No Change

						Practice to prevent or minimise the effects of construction.	
[EN12.02] Comment on other impacts during operation	[EN12.02.01] Concern that river flow changes may increase silting of the Broads	✓				Chapter 11 of the Environmental Statement (document reference 6.1) addresses the likely effects of the Scheme on the water environment.	No Change
	[EN12.02.02] Concern regarding light pollution				✓	Chapter 10 of the Environmental Statement (document reference 6.1) addresses the likely effects on the townscape and visual impacts to the local area. The chapter undertakes an assessment of impacts to light pollution from the operation of the Scheme as part of the townscape assessment.	No Change

Other comment regarding the environment						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN13.01] The PEIR states that no evidence of hedgehogs at air training corps site on Suffolk Road but tenants regularly find these				✓	Chapter 8 of the Environmental Statement (document reference 6.1) details the assessment of likely significant effects arising from the Scheme upon terrestrial and aquatic ecology. This states that habitats within the footprint of the Scheme, including residential gardens and an area of allotments on Queen Anne's Road are suitable habitat for hedgehog, although no evidence of hedgehog was recorded during the survey work undertaken.	No Change

Comment that efforts need to be made to minimise impact to the environment						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN14.01] General comment that efforts need to be made to minimise impact to the environment	✓			✓	The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environment and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation.	No Change
[EN14.02] Comment that efforts need to be made to minimise impact to the environment on the west side	✓				The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environment and what mitigation and enhancements are included. The Mitigation Schedule (document reference 6.13) provides a concise overview of the mitigation.	No Change

Suggestions to reduce impacts on the environment						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[EN15.01] Suggestion to investigate drainage issues at the pond near Shrublands Way/Humberstone Road	✓				The Applicant has considered the potential impacts of the Scheme on the local drainage network. The Scheme has no direct interaction with the drainage in this area.	No Change
[EN15.02] Suggestion to undertake before and after surveys of nearby properties to determine impacts during construction				✓	The Environmental Statement provides full assessment in each environmental discipline. Noise and vibration impact assessments are presented in full in Chapter 7 of the Environmental Statement (document reference 6.1). Requirements for mitigation measures are outlined in the Outline Code of Construction Practice (document reference 6.16) and the Mitigation Schedule (document Ref 6.13)	No Change
[EN15.03] Suggestion to use acceptable working hours to reduce noise/vibration impacts				✓	The Outline Code of Construction Practice (document Ref 6.16) states the core working hours for construction operations will be programmed between 07:00 and 19:00, Monday to Friday, and	No Change

					between 07:00 and 13:00 on Saturdays. Deviations to these working hours will be required for some activities. Where the Contractor requires additional working hours, the planning of these works will be agreed with the Project Manager and Local Authority.	
[EN15.04] Suggestion to use acceptable working hours to reduce noise/vibration impacts				✓	The Outline Code of Construction Practice (document Ref 6.16) states the core working hours for construction operations will be programmed between 07:00 and 19:00, Monday to Friday, and between 07:00 and 13:00 on Saturdays. Deviations to these working hours will be required for some activities. Where the Contractor requires additional working hours, the planning of these works will be agreed with the Project Manager and Local Authority.	No Change
[EN15.05] Suggestion to invest in mitigation measures for the MIND Centre and Grounds site	✓				The Applicant has engaged with MIND Centre and Grounds regarding the impact of the Scheme and potential mitigations.	Scheme Refinement No 9 (See Section 10.3.2)

Table 9-24: Matters raised regarding 'Environment'

9.13 Key Matters Arising – Land

9.13.1 The graph and following tables below show the breakdown of overall comments on the land impacts of the Proposed Scheme.

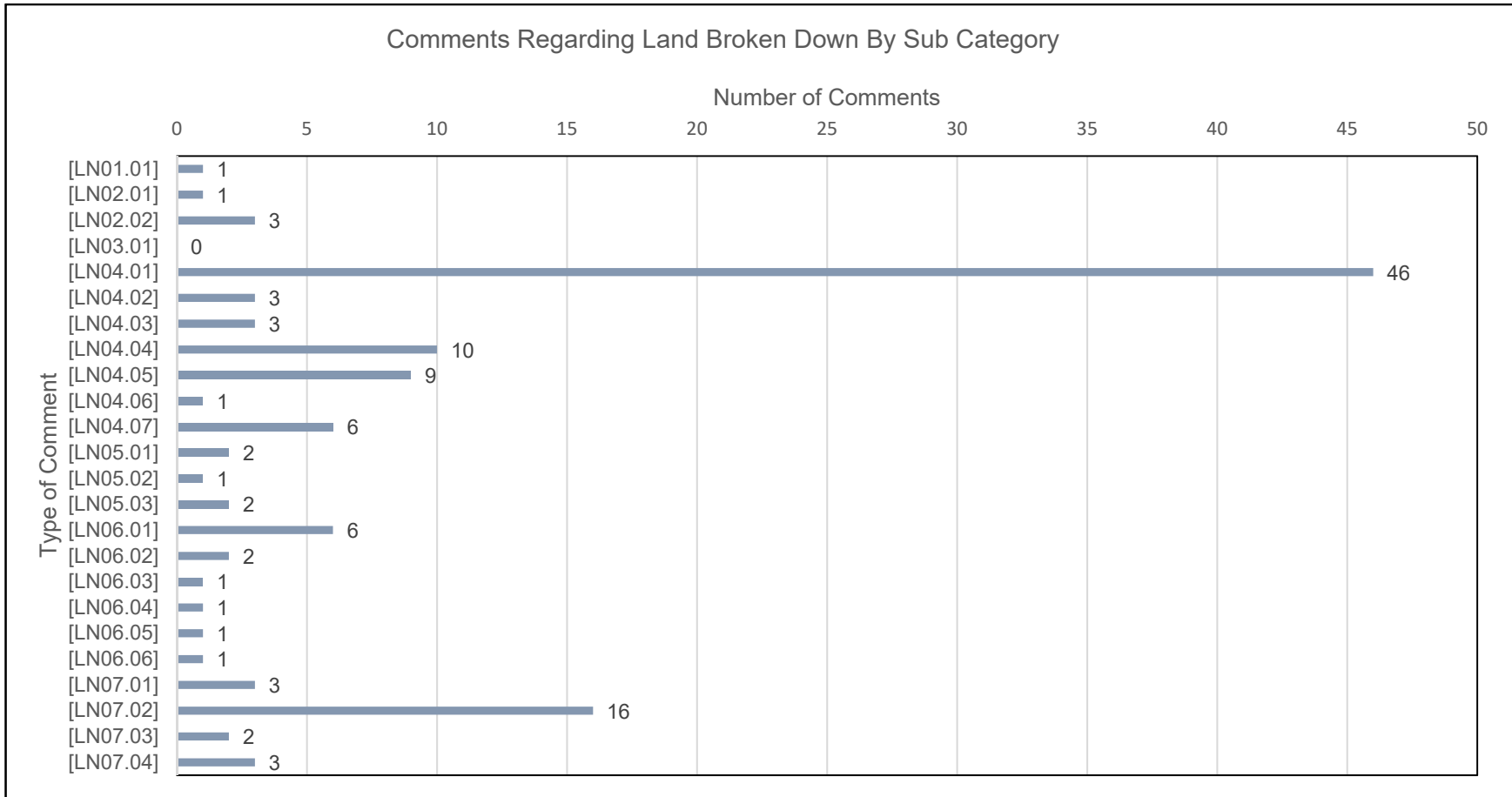


Figure 9-14: Responses regarding 'Land'

Comment that the responder is not concerned about the impact on land	
[LN01.01]	Comment that the responder is not concerned about the impact on land because.....
Comment that the responder is concerned about the impact on land	
[LN02.01]	General comment that the responder is concerned about the impact on land
[LN02.02]	Comment that the responder is concerned about the impact on land because.....
Neutral comment on whether the proposals will impact land or it is not relevant to the responder	
[LN03.01]	Not Used
Comment about the impacts on specific land	
[LN04.01]	Comment about impacts on the MIND Centre and Grounds site
[LN04.02]	Comment about impacts on Haven Vets
[LN04.03]	Comment about impacts on nearby roads
[LN04.04]	Comment about impacts on allotment land
[LN04.05]	Comment about impacts on the Perenco site
[LN04.06]	Comment about impacts on the Kingsgate Community Centre
[LN04.07]	Comment about impacts on the ASCO site
Comment about impacts on property prices	
[LN05.01]	Comment that house prices will reduce
[LN05.02]	Comment that people cannot sell their properties
[LN05.03]	Comment that properties within the footprint of the Proposed Scheme should be adequately compensated

Comment about impacts on utilities	
[LN06.01]	Comment about impacts on Cadent Gas
[LN06.02]	Comment about impacts on Anglian Water
[LN06.03]	Comment about impacts on Network Rail
[LN06.04]	Comment about impacts on Vodafone
[LN06.05]	Comment about impacts on Virgin Media
[LN06.06]	Comment about impacts on Eastern Power Networks
Suggestions to reduce impacts on land	
[LN07.01]	Suggested changes to reduce impacts on the MIND Centre and Grounds site
[LN07.02]	Suggested changes to reduce impacts on the Perenco site
[LN07.03]	Suggested changes to reduce land impact on the Kingsgate Community Centre site
[LN07.04]	Suggested changes to reduce land impact on the ASCO site

Table 9-25: Chart key for responses regarding ‘Land’

9.13.2 Figures 9-14 above indicates that the most frequently stated concern regarding impacts on land was associated with impacts on the MIND Centre and Grounds (Code LN04.01). Other comments were also made regarding the impacts on the following sites:

- The Allotment land (Code LN04.04);
- The Perenco site (Code LN04.05);
- The ASCO site (Code LN04.07);
- The Kingsgate Community Centre (Code LN04.06);
- Haven Vets (Code LN04.02).

9.13.3 A number of public utility companies identified potential impacts of the Proposed Scheme on their apparatus. These companies were:

- Cadent Gas;
- Anglian Water;
- Network Rail;
- Vodafone;
- Virgin Media;
- Eastern Power Networks.

9.13.4 Table 9-26 below provides a breakdown of the written comments made concerning 'Land' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Comment that the responder is not concerned about the impact on land							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[LN01.01] Comment that the responder is not concerned about the impact on land because.....	[LN01.01.01] Compensation will be paid	✓				Compensation payments are covered by what is known as the Compensation Code. This is derived from statute, case law and established practice. A principle of the Compensation Code is that of equivalence, whereby a directly affected party should be placed (in financial terms) in no better or worse position after the acquisition than they would have been before the scheme. The Applicant will encourage affected parties to be represented by suitably experienced Compulsory Purchase surveyors in their compensation negotiations. The Applicant will pay their reasonably incurred fees.	No Change

Comment that the responder is concerned about the impact on land							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[LN02.01] General comment that the responder is concerned about the impact on land					✓	The Applicant has employed NPS Property Consultants, to act on its behalf as land agents, who are working with all the affected landowners.	No Change
[LN02.02] Comment that the responder is concerned about the impact on land because.....	[LN02.02.01] It takes away homes and land when this is what's needed	✓				The Applicant has employed NPS Property Consultants, to act on its behalf as land agents, who are working with all the affected landowners. The Applicant made every effort practicable to minimise the impact on homes and land.	No Change
	[LN02.02.02] The cost of compulsory acquisition of properties	✓				The County Council has already acquired a number of properties for the Scheme. The Scheme budget includes an allowance for land acquisition. This has been prepared by the Applicant and will be regularly reviewed as the Scheme progresses.	No Change
	[LN02.02.03]				✓	The Applicant has employed NPS Property Consultants, to act on its	No Change

	<p>The impacts on Victorian age houses nearby including their basements</p>					<p>behalf as land agents, who are working with all the affected landowners.</p> <p>Chapter 7 of the Environmental Statement (document reference 6.1) considers the impact of noise and vibration as a result of the construction and operation of the Scheme. It also provides information on the proposed mitigation measures during construction and operation.</p>	
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Neutral comment on whether the proposals will impact land or it is not relevant to the responder						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[LN03.01] Not Used	-	-	-	-	Not Used	Not Used

Comment about the impacts on specific land							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[LN04.01] Comment about impacts on the MIND Centre and Grounds	[LN04.01.01] General concern about impacts on MIND Centre and Grounds	✓			✓	The Applicant is in ongoing discussions with the MIND Centre and Grounds to mitigate the potential impact on the occupants.	Scheme Refinement No 9 (See Section 10.3.2)
	[LN04.01.02] Concern about impacts on the labyrinth artwork at the MIND Centre and Grounds	✓				The Applicant is in ongoing discussions with the MIND Centre and Grounds to mitigate the potential impact on the occupants.	Scheme Refinement No 9 (See Section 10.3.2)
	[LN04.01.03] Suggestions of what would be required if an alternative site were provided	✓			✓	The Applicant has been in dialogue with the occupants to ensure all requirements are considered and are workable on the existing site.	Scheme Refinement No 9 (See Section 10.3.2)

[LN04.02] Comment about impacts on Haven Vets	[LN04.02.01] General concern about impacts on Haven Vets	✓			✓	No permanent land acquisition is required from this site.	No Change
	[LN04.02.02] Comment that construction should not prevent access at any time				✓	The works will be planned to enable the Scheme to be delivered safely and in a manner which minimises congestion and disruption for all road users.	No Change
[LN04.03] Comment about impacts on nearby roads	[LN04.03.01] Concern about impacts on Cromwell Road	✓				From a land perspective if any compensation is payable this will be assessed in accordance with the Compensation Code.	No Change
	[LN04.03.02] Concern about impacts on Queen Anne's Road	✓				From a land perspective if any compensation is payable this will be assessed in accordance with the Compensation Code.	No Change
	[LN04.03.03] Concern about impacts on Southtown Road	✓				From a land perspective if any compensation is payable this will be assessed in accordance with the Compensation Code.	No Change

	[LN04.03.04] Concern about impacts on High Road/Beccles Road	✓				Detailed traffic modelling has been used to forecast the impacts of the scheme. This indicates that even though the traffic increase at Beccles Road, this will still operate within capacity.	No Change
	[LN04.03.05] Concern about impacts on Alpha Road	✓				From a land perspective if any compensation is payable this will be assessed in accordance with the Compensation Code.	No Change
[LN04.04] Comment about impacts on allotment land	[LN04.04.01] Concern about the loss of allotment land	✓				The Applicant is in ongoing discussions with the Great Yarmouth and Gorleston Allotment Association and replacement land is being provided on an alternative site within the Application Site.	No Change
	[LN04.04.02] Comment on the need to provide replacement land	✓			✓	The Applicant is in ongoing discussions with the Great Yarmouth and Gorleston Allotment Association and replacement land is being provided on an alternative site within the Application Site.	No Change
	[LN04.04.03] Comment that people losing allotments need to				✓	Any compensated required will be paid in line with the Compensation Code.	No Change

	be adequately compensated						
[LN04.05] Comment about impacts on the Perenco site	[LN04.05.01] General concern about on impacts Perenco/ASCO land	✓					The Applicant is in ongoing discussions with the occupants to mitigate the impacts. No Change
	[LN04.05.02] Without agreement over land available after implementation Perenco will have to consider moving elsewhere				✓		The Applicant is in ongoing discussions with the occupants to mitigate the impacts. No Change
	[LN04.05.03] Comment that subject to satisfactory agreement regarding the mitigation of land impacts Perenco				✓		The Applicant is in ongoing discussions with the occupants to mitigate the impacts. No Change

	do not object to the DCO							
[LN04.06] Comment about impacts on the Kingsgate Community Centre	[LN04.06.01] General concern about impacts on Kingsgate Community Centre land	✓					The Applicant will assess the compensation in accordance with the Compensation Code, after an assessment has been undertaken on the possible impacts.	No Change
[LN04.07] Comment about impacts on ASCO site	[LN04.07.01] General concern about impacts on ASCO land				✓		The Applicant is in ongoing discussions with the occupants to mitigate the impacts on ASCO's land.	No Change
	[LN04.07.02] Comment about impacts on ASCO site during construction				✓		The Applicant is in ongoing discussions with the occupants to mitigate the impacts on ASCO's land during the construction phase.	No Change
	[LN04.07.03] Comment about impacts on ASCO shipping berths of east side of river				✓		Vessel simulations have been undertaken in conjunction with the Great Yarmouth Port Association/Great Yarmouth Port Company port pilots to ascertain the extent of any impacts.	No Change

	[LN04.07.04] Comment that vessels berthed at the pontoons on the west side could impact vessels attempting to berth on the east side				✓	The pontoons are located on former operational berths. The combined beam of pontoon and vessels alongside is not expected to exceed that of a larger vessel berthed directly on the quay. Therefore there will be no impact beyond that which could already be experienced. Vessel simulations have been undertaken in conjunction with the Great Yarmouth Port Association/Great Yarmouth Port Company port pilots.	No Change
	[LN04.07.05] Comment that vessels waiting to progress through the bridge will impact ASCOs berthing operations				✓	The Scheme of Operation for the bridge is such that no commercial vessel should be required to wait before progressing through the bridge. Therefore no vessels should impede access to any berths beyond that already experienced by vessels passing.	No Change
	[LN04.07.06] Concern about the land take from the ASCO site for the scheme				✓	The Applicant is in ongoing discussions to mitigate any land take required for the Scheme.	No Change

	[LN04.07.07] Comment about the impacts on the access/egress to and from the ASCO site				✓	The Applicant is in ongoing discussions to mitigate any impact on the access and egress from the Asco site.	No Change
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Comment about impacts on property prices						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[LN05.01] Comment that house prices will reduce				✓	Compensation payments are covered by what is known as the Compensation Code. This is derived from statute, case law and established practice. A principle of the Compensation Code is that of equivalence, whereby a directly affected party should be placed (in financial terms) in no better or worse position after the acquisition than they would have been before the scheme. The Applicant will encourage affected parties to be represented by suitably experienced Compulsory Purchase surveyors in their compensation negotiations. The Applicant will pay their reasonably incurred fees. Rights to claim compensation exist for properties who have not had acquisition but are devalued as a result of the works. These exist under Part 1 of the Land Compensation Act 1973.	No Change

[LN05.02] Comment that people cannot sell their properties	✓				Evidence is required to support this comment to demonstrate that attempts have been undertaken to sell their property(ies). Compensation payments in relation to this will be assessed in line with the Compensation Code.	No Change
[LN05.03] Comment that properties within footprint of the Scheme should be adequately compensated				✓	The Applicant has already acquired a number of properties for the Scheme. Compensation payments are covered by what is known as the Compensation Code. This is derived from statute, case law and established practice. A principle of the Compensation Code is that of equivalence, whereby a directly affected party should be placed (in financial terms) in no better or worse position after the acquisition than they would have been before the Scheme. The Applicant will encourage affected parties to be represented by suitably experienced Compulsory Purchase surveyors in their compensation negotiations. The Applicant will pay their reasonably incurred fees.	No Change

Comment about impacts on utilities							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[LN06.01] Comment about impacts on Cadent Gas	[LN06.01.01] Identification that apparatus is present within scheme boundary		✓			<p>The Applicant has undertaken C2 and C3 Enquiries with affected Statutory Undertakers to identify the impact on their network and what diversions may be required.</p> <p>The Applicant will ensure that appropriate discussions are held with Cadent in respect of all their operational gas apparatus affected by the Scheme.</p>	No Change
[LN06.02] Comment about impacts on Anglian Water	[LN06.02.01] Request for confirmation regarding impacts to apparatus/land		✓			<p>The Applicant has undertaken C2 and C3 Enquiries with affected Statutory Undertakers to identify the impact on their network and what diversions may be required.</p> <p>The Applicant will ensure that appropriate discussions are held with Anglian Water in respect of all their operational gas apparatus affected by the Scheme.</p> <p>Anglian Water only appear in the Book of Reference (document reference 4.3)</p>	No Change

						as a directly affected landowner in respect of a presumed ownership of half width of existing highway. No contact has been made with Anglian Water on this basis as land will remain highway and so no acquisition of their 'legal interest' will occur.	
	[LN06.02.02] Comment that there is large sewerage pipe in the vicinity of the works which should be considered	✓				The Applicant notes this, and the Contractor will allow for this in its design.	No Change
[LN06.03] Comment about Impacts on Network Rail	[LN06.03.01] Comment providing advice on Network Rail requirements		✓			The comments are noted. The Applicant does not consider that any operational Network Rail land will be impacted by the Scheme.	No Change
[LN06.04] Comment about Impacts on Vodafone	[LN06.04.01] Comment that Vodafone		✓			The Applicant has undertaken C2 and C3 Enquiries with affected Statutory Undertakers to identify the impact on their network and what diversions may be required.	No Change

	apparatus is impacted						
[LN06.05] Comment about Impacts on Virgin Media	[LN06.05.01] Comment that Virgin Media apparatus may be impacted and further information is required		✓			The Applicant has undertaken C2 and C3 Enquiries with affected Statutory Undertakers to identify the impact on their network and what diversions may be required.	No Change
[LN06.06] Comment about impacts on Eastern Power Networks	[LN06.06.01] Objects to the making of the DCO unless the Applicant provides an (no less favourable) alternative is provided		✓			Discussions are underway with Eastern Power Networks over acquisition of small corner of its site compound.	No Change

Suggestions to reduce impacts on land							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[LN07.01] Suggested changes to reduce impacts on the MIND Centre and Grounds.	[LN07.01.01] Change design to reduce impacts	✓			✓	In response to these comments the Applicant has considered refinements to the Proposed Scheme that would minimise its impacts on the MIND Centre and Grounds. Details of these refinements and the further consultation the Applicant has undertaken regarding them is contained in Sections 10.3, 10.4 and Chapter 11 of this report.	Scheme Refinement No 12 (See Section 10.3.2)
[LN07.02] Suggested changes to reduce impacts on the Perenco site	[LN07.02.01] Retain the left turn onto South Denes Road with wide turning radius				✓	This is now part of the Scheme.	Scheme Refinement No 12 (See Section 10.3.2)
	[LN07.02.02] Give over the stopped up highway access to be shared by ASCO/Perenco				✓	As a result of consultation response and ongoing discussions with stakeholders this is now part of the Scheme.	Scheme Refinement No 12 (See Section 10.3.2)

	[LN07.02.03] Demolish existing ASCO building to provide additional space				✓	This does not form part of the Scheme and the request will be considered by the Applicant as part of the final compensation/accommodation works package. Negotiations are still ongoing between the Applicant and the affected stakeholders and an update is expected to be included with a future Statement of Common Ground.	No Change
	[LN07.02.04] Provide an underpass to adjoining site to the north to facilitate HGV access between sites on north and south sides of bridge				✓	This is now part of the Scheme.	Scheme Refinement No 12 (See Section 10.3.2)
	[LN07.02.05] Seek agreement to allow lease of land to the north of the bridge by Perenco/ASCO				✓	This does not form part of the Scheme and would be the subject of private negotiations between Perenco/ASCO and the landowner.	No Change

	[LN07.02.06] Provide extension to current ASCO/Perenco extension to current warehousing building				✓	This does not form part of the Scheme and the request will be considered by the Applicant as part of the final compensation/accommodation works package. Negotiations are still ongoing between the Applicant and the affected stakeholders and an update is expected to be included with a future Statement of Common Ground.	No Change
	[LN07.02.07] Retain existing Perenco parking provision				✓	This will be the subject of the final compensation/accommodation works package and does not form part of the Scheme.	No Change
	[LN07.02.08] Seek permanent planning permission for existing Perenco warehouse				✓	The alignment of the bridge was modified as a result of non-statutory pre-application consultation to avoid any impacts to the existing building. The granting of permanent planning permission would be the responsibility of Great Yarmouth Borough Council. This does not form part of the Scheme.	No Change
[LN07.03] Suggested changes to reduce land	[LN07.03.01] Provide mitigation measures so that the building and				✓	The Applicant will implement a Dust Management Plan (DMP) during construction. This will document the mitigation measures to be applied, and the procedures for their implementation	No Change

impact on the Kingsgate Community Centre site	garden are not impacted by dust and damage during construction					and management. This will also include details of person(s) accountable for air quality and dust issues on site.	
	[LN07.03.02] Ensure adequate space between south side of the building and the Scheme construction boundary (this is an emergency access route)				✓	The Applicant has made changes to the Application Site to provide space between the south side of the building and the construction boundary.	No Change
[LN07.04] Suggested changes to reduce land impact on the ASCO site	[LN07.04.01] Retain two points of access and egress from site after construction				✓	The Applicant has been in discussions with ASCO and Perenco to develop the access and egress arrangements presented at pre-application consultation. These included two-way access and egress off South Denes Road opposite it's junction with Swanston's Road. Further north a left turn exit only was provided on to South Denes Road. The nature of the South Denes Road signalised junction	No Change

						prevents the provision of two-way access and egress at this junction.	
	[LN07.04.02] Northern access to site should be two-way access/egress as existing				✓	The Applicant has been in discussions with ASCO and Perenco to develop the access and egress arrangements presented at pre-application consultation. These included two-way access and egress off South Denes Road opposite it's junction with Swanston's Road. Further north a left turn exit only was provided on to South Denes Road. The nature of the South Denes Road signalised junction prevents the provision of two-way access and egress at this junction.	No Change
	[LN07.04.03] Sloped embankments should be kept to a minimum				✓	The Applicant has endeavoured to keep the footprint of the scheme within this site to a minimum.	No Change
	[LN07.04.04] Provide an underpass to the adjoining site to the north to				✓	This is now part of the Scheme.	Scheme Refinement Nos 10 & 12 (See

	facilitate HGV access between sites on north and south of bridge						Section 10.3.2)
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Table 9-26: Matters raised regarding 'Land'

9.14 Key Matters Arising – DCO/Planning

9.14.1 The graph and following tables below show the breakdown of overall comments providing DCO/Planning comments regarding on the Proposed Scheme.

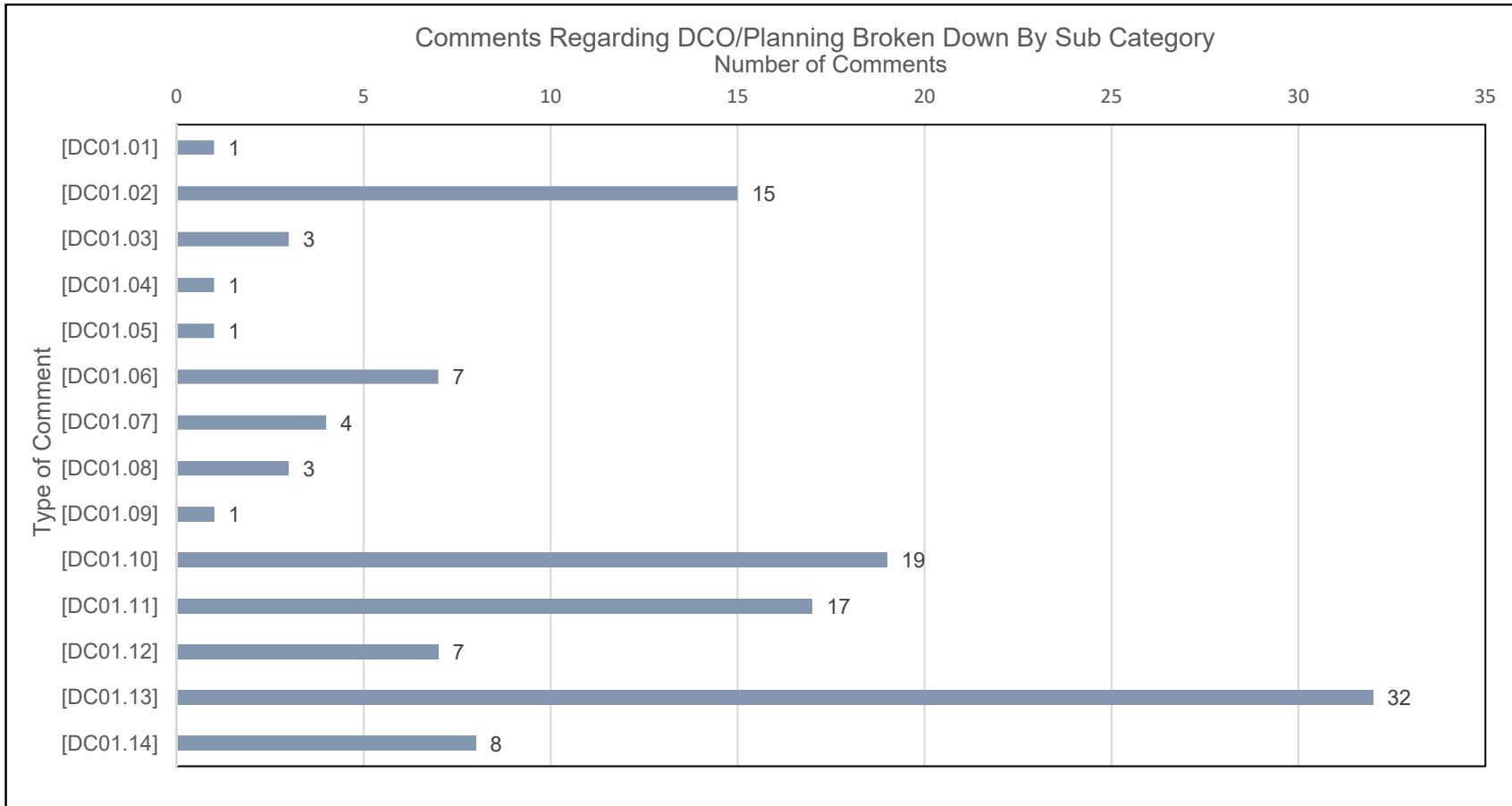


Figure 9-15: Responses regarding 'DCO/Planning'

DCO Requirement Requests/Planning Advice	
[DC01.01]	Royal Mail Requirements/Advice
[DC01.02]	Marine Management Organisation Requirements/Advice
[DC01.03]	Broad Sea Consortium Requirements/Advice
[DC01.04]	Broads Authority Requirements/Advice
[DC01.05]	Health and Safety Executive Requirements/Advice
[DC01.06]	Natural England Requirements/Advice
[DC01.07]	Maritime and Coastguard Agency Requirements/Advice
[DC01.08]	Public Health England Requirements/Advice
[DC01.09]	Trinity House Requirements/Advice
[DC01.10]	Environment Agency Requirements/Advice
[DC01.11]	Historic England Requirements/Advice
[DC01.12]	Highways England Requirements/Advice
[DC01.13]	Norfolk County Council Requirements/Advice
[DC01.14]	Anglian Water Requirements/Advice

Table 9-27: Chart key for responses regarding 'DCO/Planning'

9.14.2 Figure 9-15 above indicates the number of written comments providing DCO/Planning advice.

9.14.3 Table 9-28 below provides a breakdown of the written comments made concerning 'DCO/Planning' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables

identifies that this type of consultee as raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

DCO Requirement Requests/Planning Advice							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[DC01.01] Royal Mail Requirements/Advice	[DC01.01.01] Requests to be consulted on any road closures and traffic management during construction		✓			The Applicant will keep all relevant service providers informed throughout construction.	No Change
[DC01.02] Marine Management Organisation Requirements/Advice	[DC01.02.01] Comments that works will require a Deemed Marine License licence		✓			A Deemed Marine License will be included in the DCO.	No Change
	[DC01.02.02] Comments on the need to take account of Marine Management Organisation marine plans		✓			The Marine Management Organisation requirements will be taken into account.	No Change
	[DC01.02.03] Comments that consulting on a mineral/waste plan or local aggregate assessment, the Marine Management Organisation recommend reference to marine aggregates is included		✓			The Applicant is not intending a mineral/waste plan or local aggregate assessment.	No Change

	[DC01.02.04] Comments that further detail on piling activities need to be presented in the Environmental Statement		✓		Chapter 16 of the Environmental Statement (document reference 6.1), supported by the Piling Works Risk Assessment (document reference 6.2 Appendix 16D), provide details on piling activities.	No Change
	[DC01.02.05] Expects that the assessment of ethic ecology and fish trawl impacts will be further developed		✓		Chapter 8 of the Environmental Statement (document reference 6.1), supported by the Benthic Ecology and Fish Survey Report (document reference 6.2 Appendix 8I) discuss any potential impacts.	No Change
	[DC01.02.06] Comments that if sediment in the marine environment is to be disturbed or removed as part of the proposed activities, then the pollution impact assessment should consider the release of contaminants		✓		Chapter 16 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon geology and soils. Chapter 11 of the Environmental Statement (document reference. 6.1)	No Change

					<p>outlines that an hydromorphological assessment has been undertaken which includes sediment transport modelling of the Scheme. The details of the sediment transport assessment are covered in Appendix 11D and 11E of the Environmental Statement (document reference 6.2).</p>	
	<p>[DC01.02.07] Comments that the proposed measures identified to minimise silt pollution (coffer dams, pile jackets, by-pass channels, silt curtains or the use of special excavation plant.) should be captured within the mitigation proposed</p>		✓		<p>Chapter 16 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon geology and soils.</p> <p>Chapter 11 of the Environmental Statement Environmental Statement (document reference 6.1) outlines that an hydromorphological assessment has been undertaken which</p>	No Change

						includes sediment transport modelling of the Scheme. The details of the sediment transport assessment are covered in Appendix 11D and 11E of the Environmental Statement (document reference 6.2).	
	[DC01.02.08] Comments that the dredging and disposal activities should be accurately described in the project description in the Environmental Statement		✓			It is understood that no dredging of the river bed is required to facilitate construction and therefore disposal at sea is unlikely to be required. Chapter 15 of the Environmental Statement (document reference 6.1) discusses consumption of material resources including recovered site arisings, and the generation and disposal of waste.	No Change
	[DC01.02.09] Comments that the assumed mitigation for contaminated sediments presented in PEIR Table		✓			A full assessment of effects has been undertaken in Chapter 11 of the Environmental Statement (document	No Change

	11.8 differs between the River Yare and River Bure. This should be reviewed depending upon the results of the analysis					reference 6.1). A summary of the results, including mitigation measures are presented in tables 11-12 to 11-16.	
	[DC01.02.10] Comments that the residual impact magnitude presented in tables 11.8 to 11.11 should be validated as part of the EIA process and presented in the Environmental Statement		✓			A full assessment of effects has been undertaken in Chapter 11 of the Environmental Statement (document reference 6.1). A summary of the results is presented in tables 11-12 to 11-16.	No Change
	[DC01.02.11] Comments that the impact on commercial fishing should be assessed within the Environmental Statement		✓			Chapter 8 of the Environmental Statement (document reference 6.1), supported by the Benthic Ecology and Fish Survey (document reference 6.2 Appendix 8I) discusses the impact to commercial fish. Chapter 14 of the Environmental Statement discusses the changes to access to recreational activities, including fishing.	No Change

	[DC01.02.12] Comments that the impact on recreational vessels and recreational sea anglers will be assessed within the Environmental Statement		✓			Chapter 14 of the Environmental Statement (document reference 6.1) discusses impacts to marine businesses and marine recreational activities.	
	[DC01.02.13] Comments that the potential impacts of underwater noise and vibration on sensitive aquatic receptors should be included in the piling risk assessment		✓			Chapter 8 of the Environmental Statement, supported by the Benthic Ecology and Fish Survey (document reference 6.2 Appendix 8I) discusses the impact to aquatic receptors due to noise and vibration from construction activities.	No Change
	[DC01.02.14] Comments that a wildlife licence is required for activities that that would affect UK or European protected marine species		✓			All required wildlife licences are discussed in Chapter 8 of the Environmental Statement (document reference 6.1).	No Change
[DC01.03] Broad Sea Consortium Requirements/Advice	[DC01.03.01] Comments that the DCO should include a requirement that the bridge	✓				The Scheme of Operation will be secured through the DCO legislation.	No Change

	raises on demand for vessels						
[DC01.04] Broads Authority Requirements/Advice	[DC01.04.01] Comments that a Townscape and Visual Assessment (TVIA) should be provided and include viewpoints from within the Broads Area. Where impacts are identified, this should include suitable mitigation to reduce or avoid significant impact			✓		This has been addressed in Chapter 10 of the Environmental Statement (document reference 6.1), and two additional viewpoints are considered within the Broads.	No Change
[DC01.05] Health and Safety Executive Requirements/Advice	[DC01.05.01] Notes that the presence of hazardous substances will require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended		✓			This is addressed in Appendix 15A of the Environmental Statement (document reference 6.2).	No Change
[DC01.06] Natural England Requirements/Advice	[DC01.06.01] Comments on the need to consider the requirements of Regulations 63 and 64 of the Habitats Regulations - details that this has been undertaken are not		✓			While designated sites are assessed in Chapter 8 of the Environmental Statement (document reference 6.1), a complete analysis of potential effects is given	No Change

	included in the consultation documents				in the Habitat Regulations Assessment (document reference 6.11).	
	[DC01.06.02] Notes that a recent ruling made by the Court of Justice of the European Union (the CJEU) on the interpretation of the Habitats Directive in the case of People Over Wind and Sweetman vs Coillte Teoranta (ref: C 323/17). The case relates to the treatment of mitigation measures at the screening stage of a Habitat Regulations Assessment when deciding whether an appropriate assessment of a plan/project is required		✓		The Applicant has considered this within the Habitat Regulations Assessment.	No Change
	[DC01.06.03] Advises that Natural England has produced Standing Advice 2 to help planning authorities understand the impact of particular developments on		✓		The Applicant has considered this advice in undertaking the 'Ecological Assessment – Details Results and Impacts' in Appendix 6G of the Environmental	No Change

	protected species, which should be considered					Statement (document reference 6.2).	
	[DC01.06.04] Advises that the Outer Thames Estuary Special Protection Area should be scoped into the air quality assessment and any significant impacts considered		✓			The River Yare area within the Outer Thames Estuary Special Protection Area is designated for the Red Throated Diver. The relevant habitat given for the Red Throated Diver on UK Air Pollution Information System (APIS) is inshore sublittoral sediment. APIS states that this habitat is not sensitive to NOx or nutrient Nitrogen deposition and therefore this was not assessed.	
	[DC01.06.05] Comments that modelling of the direct impact of raised water levels in Breydon Water on saltmarsh, mudflat habitat, including the reduction in availability of these as foraging habitat for birds and potential impact on the		✓			This impact, where there is considered to be exposure to relevant ecological features, is considered in the Habitats Regulations Assessment (document reference 6.11) through the determination of likely significant effects in	

	<p>existing high tide roosts should be undertaken. In addition, the potential impacts on brackish and freshwater grazing marsh habitats at adjoining protected sites (e.g. via potentially increased leakage through the walls) should be considered</p>				<p>Section 7 and the information to inform the Appropriate Assessment in Section 9.</p>	
	<p>[DC01.06.06] Suggests that the Applicant consider noise, vibration and visual disturbance impacts during both construction and operation. Desk-based records and survey information should be obtained to identify if there is likely to be foraging breeding birds or overwintering birds which are features of the European sites within the vicinity of the works. Piling, machinery work or vehicle movement constitutes a discontinuous noise.</p>		<p>✓</p>		<p>Chapter 8 of the Environmental Statement (document reference 6.1) discusses the impact to ecological receptors due to noise and vibration from the construction and operational phases.</p>	

	<p>Suggest that the lower level of 60dB be used as a benchmark for disturbance impacts within a designated site.</p>					
	<p>[DC01.06.07] Comments that the Scheme is with close proximity of:</p> <ul style="list-style-type: none"> •Breydon Water Special Protection Area •Breydon Water Ramsar •Great Yarmouth and North Denes Special Protection Area •Great Yarmouth and North Denes Site of Special Scientific Interest •Breydon Water Site of Special Scientific Interest •The Broads National Park. <p>Comments on the need to take account of the conservation objectives of these sites</p>		✓		<p>This is addressed in Chapter 8 of the Environmental Statement (document reference 6.1), supported but the Habitats Regulations Assessment (document reference 6.11).</p>	

[DC01.07] Maritime and Coastguard Agency Requirements/Advice	[DC01.07.01] Notes that the location falls within the jurisdiction of a Harbour/Port Authority		✓			The Applicant notes these comments.	No Change
	[DC01.07.02] Comments that a Marine Licence under the Marine and Coastal Access Act 2009 will likely be required and an application would need to consider any potential impact the construction works may have on navigation of both commercial and recreational vessels, and proposed risk mitigation measures		✓			The scheme will be covered by a Deemed Marine License secured through the DCO. All impacts will be assessed as part of this process.	No Change
	[DC01.07.03] Comments on the need to consider the Port Marine Safety Code (PMSC) and liaison with the Port/Harbour Authority will be required to develop a robust Safety Management		✓			The requirements of the Port Marine Safety Code are considered for those aspects of the Scheme to which they are applicable.	No Change

	System (SMS) for the project under this code						
	[DC01.07.04] Comments that consideration should be given to conducting a risk assessment in order to establish that the safety of navigation is not put at risk		✓			This is covered in the Preliminary Navigational Risk Assessment and Vessel Simulation Report (document reference 6.14).	No Change
[DC01.08] Public Health England Requirements/Advice	[DC01.08.01] Comments that the final Environment Statement should confirm that impacts associated with electromagnetic fields have been evaluated and will not be significant		✓			This has been considered within Chapter 18 of the Environmental Statement (document reference 6.1) and it was determined there would be no significant effects associated with electromagnetic fields.	No Change
	[DC01.08.02] Comments that the provision for minimising any impacts to air, ground or water quality associated with future decommissioning should be accounted for as part of the scheme design		✓			The Scheme bascule bridge will be designed to have a life of at least 120 years. Any decommissioning would be likely to be completed in less time than the construction of the Scheme and, whilst the Applicant has no plans to	No Change

						decommission and remove the Scheme, were it to be removed, it would be likely to require a similar degree of plant, equipment and disturbance within the navigation channel to that predicted during construction. Given that the Applicant has no plans to decommission the Scheme, and as the environmental constraints in the mid-22nd Century cannot be reasonably predicted, further consideration of decommissioning is not considered appropriate.	
	[DC01.08.03] Comments that a summation the potential public health impacts should be included as a specific section in the Environmental Statement		✓			This is addressed in Chapter 19 of the Environmental Statement (document reference 6.1) within the effect interactions assessment.	No Change

[DC01.09] Trinity House Requirements/Advice	[DC01.09.01] Comments that a marine navigation risk assessment, following consultation with Peel Ports Great Yarmouth, should form part of the Environmental Statement		✓		This is covered in the Preliminary Navigation Risk Assessment and Vessel Simulation Report (document reference 6.14).	No Change
[DC01.10] Environment Agency Requirements/Advice	[DC01.10.01] The site lies wholly within tidal Flood Zone 3 defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. To comply with national policy the application is required to pass the Sequential and Exception Tests and be supported by a site-specific Flood Risk Assessment (FRA)		✓		A Flood Risk Assessment has been produced and is within Appendix 12B of the Environmental Statement (document reference 6.2).	No Change
	[DC01.10.02] Notes that the Environment Agency are in the process of developing the business case for the		✓		The Applicant is working with the EA to ensure a co-ordinated approach to Scheme works and EA defence works. Section	No Change

	<p>Great Yarmouth tidal defences (Epoch 2) project on the Rivers Yare and Bure to manage the risk from tidal flooding. As a result of updated information in developing this business case there is an updated understanding of the flood risk to this area. As such point 12.4.4 of the PEIR does not correctly represent the most up to date understanding of the improvement works to the existing defences within Great Yarmouth</p>				<p>12.5 of this Chapter discusses the approach used in the assessment with regards to EA defences.</p>	
	<p>[DC01.10.03] Is concerned that the PEIR suggests other measures will not be considered, as compensatory storage will not work as a flood mitigation measure. Suggests there are other forms of mitigation measures that should be considered, as</p>		<p>✓</p>		<p>Mitigation has been discussed in Chapter 12: Flood Risk of the Environmental Statement (document reference 6.1) and the supporting Flood Risk Assessment (document reference 6.2 Appendix 12B). Mitigation has also been discussed</p>	<p>No Change</p>

	is appropriate to mitigate against any increase in water levels					at meetings with the Environment Agency.	
	<p>[DC01.10.04]</p> <p>Is concerned regarding the approach to mitigation outlined Table 12.1 and 12.2 of the PIER, which set out how the Flood Risk Assessment will consider the impact of the Proposed Scheme upon flood risk elsewhere</p>		✓			<p>The approach to assessment and mitigation has been revised from what was submitted in the PEIR. In order to understand the significance of any change in flood risk between the baseline and scheme scenarios, the approach has been based on that published in the Design Manual for Roads and Bridges (HA 205/08), updated as necessary to take account of the 2017 EIA Regulations and the National Planning Policy Framework and National Planning Practice Guidance.</p>	No Change
	<p>[DC01.10.05]</p> <p>Comments that any increase in flood risk to any vulnerability of</p>		✓			<p>The approach to assessment and mitigation has been revised from what was</p>	No Change

	<p>development should be investigated to establish the likely consequence of this change upon the specific site/development. The Flood Risk Assessment must highlight any changes in flood risk even in areas that already flood so it can be determined on a case by case basis if mitigation is required</p>				<p>submitted in the PEIR. In order to understand the significance of any change in flood risk between the baseline and scheme scenarios, the approach has been based on that published in the Design Manual for Roads and Bridges (HA 205/08), updated as necessary to take account of the 2017 EIA Regulations and the National Planning Policy Framework and National Planning Practice Guidance.</p>	
	<p>[DC01.10.06] Notes that the next set of climate change projections (UKCP18 replacing UKCP09) is due by the end of 2018. If this guidance is published before the Flood Risk Assessment is finalised, then account must be taken of this updated</p>		✓		<p>The UKCP18 climate projections were released in November 2018 and have been considered in this assessment as documented in Chapter 12 of the Environmental Statement (document reference 6.1).</p>	No Change

	guidance. Suggests discussion with the Environment Agency, regarding the need to change the climate change scenarios to follow the new guidance						
	[DC03.10.07] Advises that under the Environmental Permitting Regulations (EPR) for England and Wales (2016) an environmental permit for flood risk activities may be required for work		✓			This is being dealt with under the protective provisions currently being agreed between the EA and the Applicant.	No Change
	[DC01.10.08] Comments that the PEIR does not identify further treatment remediation for road run off other than an oil separator. This does not adequately address all the risks because non-hydrocarbon materials such as anti-freeze and brake dust in suspension may pass straight through the separator		✓			Additional treatment measures have been considered as detailed in the Drainage Strategy in Appendix 12C of the Environmental Statement (document reference 6.2). Consultation with the IDB has confirmed that they do not have any specific concerns with respect to water quality for the drains within the	No Change

						immediate area of the Principal Application Site, particularly as the proposals are likely to provide better treatment than the existing drainage.	
	[DC01.10.09] Comments that information is required on potential Water Framework Directive, water quality or morphology impacts at runoff discharge points to the IDB (including any new culverting), from IDB pumps to the River Yare, and within the river channel at the crossing point		✓			The Environmental Statement (document reference 6.1) includes assessment of impacts on water quality or morphology on surface water waterbodies that are located within the Application Site or are hydraulically connected to the Application Site. A separate Water Framework Directive assessment in Appendix 11E is included in the Environmental Statement (document reference 6.2) to address the potential Water Framework Directive impacts on the waterbodies.	No Change

						Qualitative assessment of the potential effects of highway discharge to the wider IDB catchment has been undertaken.	
	[DC01.10.10] Comments that a full sediment model should be used to assess the impact of each design, Particle Size Analysis should feed into this model to correctly account for potential areas for scour and deposition		✓			<p>Consultation on the sampling/modelling approach has been carried out with the Environment Agency. The sediment transport assessment, which incorporates a full sediment model, has been completed with consideration of the recommendations provided by the EA.</p> <p>The Sediment Transport Assessment in Appendix 11C of the Environmental Statement (document reference 6.2) has taken into account the listed information or data as recommended by the EA, as well as the effects of</p>	No Change

						sea level rise on patterns of scour and deposition.	
	[DC01.10.11] Notes that there appears to be no bathymetry provided. A bathymetric survey will be needed to identify the thalweg and any other morphology within the subtidal channel		✓			<p>Consultation on the sampling/modelling approach has been carried out with the Environment Agency.</p> <p>The Sediment Transport Assessment in Appendix 11C of the Environmental Statement (document reference 6.2), which incorporates a full sediment model, has been completed with consideration of the recommendations provided by the EA.</p> <p>It has also taken into account the listed information or data as recommended by the EA, as well as the effects of sea level rise on patterns of scour and deposition.</p>	No Change
	[DC01.10.12] Notes that there are both intertidal mudflats and		✓			Detailed information on the discharges from the IDB drains was not	No Change

	<p>priority saltmarsh habitat within Breydon Water. Suggests the inclusion of data about the discharge of these systems into the tidal River Yare</p>				<p>available for the assessment. At the Application Site the flow regime of the Yare is dominated by tidal flows and the effects of the Scheme have been assessed accordingly.</p>	
	<p>[DC01.10.13] Comments that the cumulative impact of the Scheme along with all the bridges crossing the River Yare should be made in the Environmental Statement particularly for the worst-case design in terms of channel constriction and encroachment into the waterbody</p>		✓		<p>The hydraulic modelling and the subsequent hydromorphological assessment have considered cumulative impact of the Scheme along with existing bridge crossings along the River Yare. This can be found in the Environmental Statement (document reference 6.1) Chapter 11, Section 11.8.</p>	No Change
	<p>[DC01.10.14] Advises that a graphic showing where sediment samples were taken would be useful. This particle size data will need to be</p>		✓		<p>Consultation on the sampling/modelling approach has been carried out with the Environment Agency.</p>	No Change

	entered into any sediment transport modelling					<p>The Sediment Transport Assessment in Appendix 11C of the Environmental Statement (document reference 6.2), which incorporates a full sediment model, has been completed with consideration of the recommendations provided by the EA.</p> <p>This has also taken into account the listed information or data as recommended by the EA, as well as the effects of sea level rise on patterns of scour and deposition.</p>	
	<p>[DC01.10.15] Comments that ad hoc ecological improvements to any new structures within the channel to increase biodiversity would be favourable. The Estuary Edges guidance covers some options</p>		✓			<p>It is unlikely this can be incorporated into the Scheme as it may interfere with ship impact protection measures to the bascule coffer dams. However, it will be considered during detailed design as potential additional mitigation (document</p>	No Change

						reference 6.1 Chapter 11, Section 11.8).	
	[DC01.10.16] Comments that details of any proposed treatment trains from discharge to soakaway in order to assess their impacts on groundwater receptors will be required. Advises that the Environmental Statement should include a detailed assessment of groundwater quality which is specific to each aquifer		✓			Groundwater sampling and analyses have been undertaken at designated borehole locations across the Principal Application Site. The potential for contaminant linkages and impacts to controlled waters within the Principal Application Site has been assessed in Chapter 16 of the Environmental Statement (document reference 6.1).	No Change
	[DC01.10.17] Advises that water voles surveys should be completed during optimal survey season and any mitigation measures should be put in place well in advance of the start of works		✓			Details of the water vole surveys can be found in Appendix 8F of the Environmental Statement (document reference 6.2). All ecological mitigation works will be implemented and secured through the full Code of Construction Practice and will be completed in	No Change

						advance of construction works under the supervision of suitably qualified specialists. Water vole habitat that will be maintained in the Principal Application Site will be protected through appropriate buffering.	
	[DC01.10.18] Comments that the effects of construction noise disturbance (through pile driving and other in channel work) should be considered		✓			Chapter 8 of the Environmental Statement (document reference 6.1) discusses the impacts on ecological receptors from construction noise and vibration.	
[DC01.11] Historic England Requirements/Advice	[DC01.11.01] Comments that as a tall structure, the setting of Nelsons Monument extends over a wide area. The impact of the height of the bridge (in both a lowered and raised position) on the significance of the monument should be considered		✓			Chapter 9 of the Environmental Statement (document reference 6.1) and The Historic Environment Desk-based Assessment (HEDBA) (document reference 6.2 Appendix 9B) reports the potential visual impacts of the Scheme on the setting of designated heritage assets, including Nelson's Monument	No Change

					(Section 9.6 to 9.8). This has included an assessment of the visual impact of the bridge in both the lowered and raised position (see Appendix 9B Section 9.8 and Appendix 9B Section 8.5). The assessment has utilised the Zone of Theoretical Influence model, which extended up to 2km from the Principal Application Site (see Chapter 10). The results are supported by the walkover survey.	
	[DC01.11.02] Comments that the impact of both bridge designs should be assessed against the listed heritage assets that have been suggested as being potentially affected		✓		Chapter 9 of the Environmental Statement (document reference 6.1) and The Historic Environment Desk-based Assessment (HEDBA) (document reference 6.2 Appendix 9B) reports the potential visual impacts of the Scheme on the setting of designated heritage assets, including	No Change

						Nelson's Monument (Section 9.6 to 9.8).	
[DC01.11.03]	Comments that the impact of the bridge structure, lighting, signage and traffic movements on the setting and significance of these heritage assets need to be fully assessed		✓			Chapter 9 of the Environmental Statement (document reference 6.1) cross references the relevant chapters where these impacts are discussed.	No Change
[DC01.11.04]	Comments that the impact of lighting and control tower will need to be fully assessed		✓			Chapter 10 of the Environmental Statement (document reference 6.1) assesses the likely significant effects of the Scheme on the landscape and specific views and on the general visual amenity experienced by people. This is supported by the Lighting Report in Appendix D of the Design Report (document reference 7.4d).	No Change
[DC01.11.05]			✓			Views from St Nicholas' Hospital, the southern end of the Seafront	No Change

	<p>Suggests that a number of additional viewpoints are included from St Nicholas Hospital, from the southern end of the Seafront Conservation Area and views from both up and down the River Yare</p>				<p>Conservation Area and both up and down the River Yare (from the western bank in Principal Application Site, and from points north in Great Yarmouth and south towards Gorleston) were assessed during the site visit in August 2018. An assessment of the impact on St Nicholas' Hospital is provided in the Historic England Desk Based Assessment (HEDBA) in Appendix 9B of the Environmental Statement (document reference 6.2).</p> <p>There was no inter-visibility in views identified from the southern end of the Seafront Conservation Area.</p> <p>Where relevant to specific heritage assets, the views up and down the River Yare are reported in Chapter 9 of the Environmental Statement</p>	
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						(document reference 6.1) and the HEDBA (document reference 6.2 Appendix 9B) (in relation to the impacts on the North Quay South Quay Conservation Areas).	
	[DC01.11.06] Comments that the PEIR notes that there is potential for views of the bridge from the Camperdown, Gorleston, King Street and Seafront conservation areas. In light of this potential impact these conservation areas would also need to be assessed		✓			Views from St Nicholas' Hospital, the southern end of the Seafront Conservation Area and both up and down the River Yare (from the western bank in Principal Application Site, and from points north in Great Yarmouth and south towards Gorleston) were assessed during the site visit in August 2018. An assessment of the impact on St Nicholas' Hospital is provided in the Historic England Desk Based Assessment (HEDBA) in Appendix 9B of the Environmental Statement (document reference 6.2). There was no intervisibility in views	No Change

					<p>identified from the southern end of the Seafront Conservation Area.</p> <p>Where relevant to specific heritage assets, the views up and down the River Yare are reported in Chapter 9 Cultural Heritage of the Environmental Statement (document reference 6.1) and the HEDBA (document reference 6.2 Appendix 9B) (in relation to the impacts on the North Quay South Quay Conservation Areas).</p>	
	<p>[DC01.11.07]</p> <p>Comments that the impact upon a number of designated heritage assets and their settings should be fully assessed in accordance with the advice in the National Planning Policy Framework (NPPF)</p>		✓		<p>This is addressed in Chapter 9 of the Environmental Statement (document reference 6.1).</p>	No Change

	<p>[DC01.11.08]</p> <p>Comments that the piling, levelling and the excavation of foundations could have a significant impact on any buried archaeological remains, including reclamation deposits and natural deposits of palaeoenvironmental interest such as peat</p>		✓		<p>The Historic England Desk Based Assessment in Appendix 9B of the Environmental Statement (document reference 6.2) reviews the potential for and the impacts on currently unknown archaeological remains, including deeply stratified deposits and remains associated with former maritime activity. A palaeoenvironmental assessment has also been completed, examining data from the Ground Investigation works within the Application Site (see Appendix 9C of the Environmental Statement (document reference 6.2)). The conclusions of both reports are incorporated into Chapter 9 of the Environmental Statement (document reference 6.1).</p>	No Change
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						The Archaeological Written Scheme of Investigation (document reference 6.9) sets out the requirement for a programme of archaeological evaluation in the form of trial trench evaluation and additional geoarchaeological assessments. Due to the urban environment and high potential for deeply stratified remains, geophysical surveying is not proposed.	
	[DC01.11.09] Comments that the PEIR Section 9.4.10 notes that the remains of boats dating to the medieval period were found approximately 3m below ground level but geophysical survey techniques cannot readily identify buried wooden		✓			The Archaeological Written Scheme of Investigation (document reference 6.9) sets out the requirement for a programme of archaeological evaluation in the form of trial trench evaluation and additional geoarchaeological assessments. Due to the urban environment and high potential for deeply	No Change

						stratified remains, geophysical survey is not proposed.	
	[DC01.11.10] Comments that the PEIR Section 9.4.27 states that minerogenic alluvial deposits can preserve micro-remains such as foraminifera and ostracods that can help to place the changes in the landscape into context. Notes that it would be useful to state if this information is of value for the deposits in question		✓			The minerogenic alluvial deposits are reported in Chapter 16 Geology and Soils of the Environmental Statement (document reference 6.1) as the Breydon Formation – alluvium (Holocene). Table 9.10 records the deposit is of medium geoarchaeological potential. It has been identified as a potential sensitive receptor (see Section 9.6) and the potential effects are reported in Section 9.8.	No Change
	[DC01.11.11] Comments that the PEIR Section 9.5.18 discusses the potential for palaeoenvironmental remains of interest to be impacted by the proposed development. Considers		✓			The Archaeological Written Scheme of Investigation (document reference 6.9) sets out the requirement for a programme of archaeological evaluation in the form of trial trench evaluation and additional	No Change

	<p>that the stated approach of archaeological recording, where necessary, of selected retained or new core samples following the desk-based assessment is sensible</p>				<p>geoarchaeological assessments. This includes obtaining additional core samples from the Principal Application Site. This will be supplemented by detailed method statements to be produced in consultation with Norfolk County Council Archaeology and Historic England.</p>	
	<p>[DC01.11.12] Comments that the PEIR Section 9.6.3 notes that intrusive investigations will be challenging in and around the River Yare due to the waterlogged conditions and depths of deposits. Suggests a programme of borehole collection/assessment and deposit modelling combined with the palaeoenvironmental mitigation</p>		<p>✓</p>		<p>The Archaeological Written Scheme of Investigation (document reference 6.9) sets out the requirement for a programme of archaeological evaluation in the form of trial trench evaluation and additional geoarchaeological assessments. This includes obtaining additional core samples from the Principal Application Site. This will be supplemented by</p>	<p>No Change</p>

						detailed method statements to be produced in consultation with Norfolk County Council Archaeology and Historic England.	
	[DC01.11.13] Agrees with the PEIR Section 9.4.31 which states that where peat deposits are present they will be of high geoarchaeological potential and PEIR Section 9.4.52 which states that there is reasonable potential to uncover previously unknown heritage assets		✓			The Applicant notes these comments.	No Change
	[DC01.11.14] Advises that a separate method statement will be needed, presenting the techniques, approaches and materials that will be assessed if deposits of archaeological interest are encountered, both in terms		✓			The Archaeological Written Scheme of Investigation (document reference 6.9) sets out the requirement for a programme of archaeological evaluation in the form of trial trench evaluation and additional	No Change

	<p>of the palaeoenvironmental remains and the dating techniques that can be applied</p>				<p>geoarchaeological assessments. This includes obtaining additional core samples from the Principal Application Site. The Written Scheme of Investigation will be supplemented by detailed method statements to be produced in consultation with Norfolk County Council Archaeology and Historic England following DCO consent. The Written Scheme of Investigation states clearly that additional mitigation work may be required beyond that set out in it, and would be subject to additional, separate Written Scheme of Investigations and Method Statements.</p>	
	<p>[DC01.11.15] Would expect the results of the proposed further analysis to be fully</p>		✓		<p>The PEIR is intended as an early presentation of environmental information that will be considered</p>	No Change

	considered prior to inclusion within the Environmental Statement as the information becomes available					within the full Environmental Statement (document reference 6.1). For full details of assessments carried out across all environmental disciplines please refer to the Environmental Statement (document reference 6.1).	
	[DC01.11.16] Would welcome the opportunity to provide further advice on the significance of designated and non-designated heritage assets		✓			The Applicant provided Historic England with a draft copy of the Historic England Desk Based Assessment (HEDBA) (document reference 6.2 Appendix 9B) in December 2018 and invited them to make comments.	No Change
[DC01.12] Highways England Requirements/Advice	[DC01.12.01] Notes that the PEIR describes the preliminary assessment of the likely significant effects of the Proposed Scheme with respect to traffic and transport		✓			The likely effects of the Scheme are set out in the Transport Assessment (document reference 7.2).	No Change

	[DC01.12.02] Notes that a Transport Assessment (TA) will be prepared to assess the impact of the Proposed Scheme on the capacity of the existing highway infrastructure and asks to be included in the scoping of this assessment		✓			The likely effects of the Scheme are set out in the Transport Assessment (document reference 7.2).	No Change
	[DC01.12.03] Notes that the SATURN model is currently being updated and it will include schemes on the A47 Strategic Road Network identified in the current Road Investment Strategy (RIS)		✓			The SATURN model has been updated and includes Highways England's preferred route announcement scheme for improvement works at Vauxhall and Gapton Hall roundabouts in the 'do minimum' scenario as per the Uncertainty Log guidance in WebTAG.	No Change
	[DC01.12.04] Asks to continue to be involved in the methodology for the full Transport Assessment		✓			The Applicant has liaised with Highways England in developing the full Transport Assessment (document reference 7.2).	No Change
	[DC01.12.05]		✓			The results of the assessment of the	No Change

	Notes that the full Transport Assessment will present the results of a more detailed assessment of the impacts of the scheme itself					impacts of the Scheme are included in the full Transport Assessment (document reference 7.2).	
	[DC01.12.06] Notes that 2023 forecast 2-way flow on the A47 at Breydon Bridge reduces by 8% with the scheme		✓			The likely effects of the Scheme are set out in the Transport Assessment (document reference 7.2).	No Change
	[DC01.12.07] Notes that mitigation of any adverse impacts will be covered in the full Transport Assessment		✓			The mitigation of any adverse impacts is included in the full Transport Assessment (document reference 7.2).	No Change
[DC01.13] Norfolk County Council Requirements/Advice	[DC01.13.01] Notes that the site is partially underlain by a Mineral Safeguarding Area (sand and gravel), which is safeguarded as part of the adopted Norfolk Minerals and Waste Core Strategy and Development Management Policies. The Norfolk Minerals and Waste Core Strategy		✓			Chapter 16 of the Environmental Statement (document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon geology and soils. The site is within a mineral safeguarding area. However, the site is also within a settlement	No Change

	policy CS16 'Safeguarding' is applicable to both mineral and waste safeguarding					boundary and therefore it's unlikely that mineral extraction would occur in the future. It is therefore considered that an assessment of mineral resource is not required.	
	[DC01.13.02] Notes the recognition within the PEIR that there is a risk that the 'made ground' within the Proposed Scheme may contain contaminants and that these may need to be disposed of as part of the scheme. Welcomes that the PEIR identifies that the reuse of material recovered as part of the clearance and site preparation could play a role in reducing the quantities of material that need to leave site		✓			This is addressed in Chapter 15 of the Environmental Statement (document reference 6.1). There will be a reuse of all suitable uncontaminated excavated materials, and where material requires improvement to allow its use, this will be undertaken. A site waste management strategy will be implemented by the Contractor to ensure all hazardous wastes are collected, transported, stored and disposed of in a manner that protects the environment, noting that region capacity is	No Change

					currently zero. The presence of ground contamination is currently unknown and historic landfill sites have been identified within the Application Site. These potential risks will be more clearly understood following the production of ground investigation results.	
	[DC01.13.03] Expects that the Proposed Scheme will contain a programme to reuse or recycle site arisings where possible, and that engineering plans for the scheme will identify recovery and reuse opportunities		✓		A site wide waste minimisation scheme will be implemented to encourage the reduction of waste, reuse of waste and recycling of waste. Environmental considerations are taken into account during design, these will consider a life cycle perspective and opportunities for beneficial environmental impacts.	No Change
	[DC01.13.04]		✓		Chapter 16 of the Environmental Statement	No Change

	<p>Advises that the Mineral Planning Authority has published standing advice on mineral safeguarding, which can be found on Norfolk County Council's website</p>				<p>(document reference 6.1) reports the outcome of the assessment of likely significant effects arising from the Scheme upon geology and soils. The site is within a mineral safeguarding area. However, the site is also within a settlement boundary and therefore it's unlikely that mineral extraction would occur in the future. It is therefore considered that an assessment of mineral resource is not required.</p>	
	<p>[DC01.13.05] Notes that the consultation comment should be considered together with those already made in the previous response made 30 April 2018</p>		<p>✓</p>		<p>This response was included in NCC's response to the scoping opinion report for the Scheme. Whilst not being considered a formal response to the pre-application consultations the Applicant has given regard to the comment made in the development of the Scheme.</p>	<p>No Change</p>

	<p>[DC01.13.06]</p> <p>Due to the complex investigations and potential solutions for local flood risk and drainage advises that the detailed investigations and design of the scheme be undertaken prior to the DCO application</p>		✓		<p>The Applicant has consulted with the Lead Local Authority and been made aware of existing flood risk issues in the local area. It has taken on board their guidance in the development of the surface water drainage strategy for the scheme.</p>	No Change
	<p>[DC01.13.07]</p> <p>To assist with future flood risk management objectives and regular maintenance of watercourses of the area suggests that the watercourses are designated 'main drains' under the IDB bylaws</p>		✓		<p>The Applicant is in ongoing discussions with the IDB regarding this.</p>	No Change
	<p>[DC01.13.08]</p> <p>Recognises that much of the risk of flooding is from river and coastal sources but requests that local flood risk, SuDS and the Lead Local Flood Authority role is acknowledged in</p>		✓		<p>Flood risk from all sources has been considered in the Flood Risk Assessment as have the role of the Lead Local Flood Authority and SuDS. SuDS have also been included within the</p>	No Change

	any subsequent documents					Drainage Strategy for the Scheme (document reference 6.2 Appendix 12C).	
	[DC01.13.09] Requests that the Lead Local Flood Authority guidance (regarding water quality treatment, runoff rates and volume control) and the CIRIA SuDS Manual (regarding best practice design) are also recognised and consulted for this project		✓			Guidance on NCC's Lead Local Flood Authority role as statutory consultee to planning has been included within the list of required guidance within the Drainage Strategy in Appendix 12C of the Environmental Statement (document reference 6.2) and which the Contractor must adhere to.	No Change
	[DC01.13.10] Comments that it is important that linear features created do not create flood risk e.g. by cutting of surface water flow paths and creating ponding against infrastructure		✓			The Drainage Strategy in Appendix 12C of the Environmental Statement (document reference 6.2) states that existing surface water flooding is to be considered as part of the proposed design to ensure that all existing flow rates are drained, and surface water flood risk is not increased.	No Change

	[DC01.13.11] Advises that NSIP National Policy Statement for National Networks (Dec 2014) with regard to Flood Risk (Section 5.90 to 5.115) will need to be considered		✓		This has been considered in Chapter 12 of the Environmental Statement (document reference 6.1) and the supporting Flood Risk Assessment (document reference 6.2 Appendix 12B).	No Change
	[DC01.13.12] Due to the history of flooding in the area, expects that options for improvement to local flood risk and existing runoff rates be made as part of the Scheme		✓		The Drainage Strategy, which forms part of the Environmental Statement (document reference 6.2 Appendix 12C) states, 'Discharge rates and volumes into receiving waterbodies/systems to be limited, as close as practical, to the greenfield runoff scenario for the 1 in 100 year plus climate change event. Where this is not achievable, the post development runoff rates and volumes should not exceed existing scenario values'.	No Change
	[DC01.13.13]		✓		The Contractor has committed to the	No Change

	Suggests the consideration of SuDS such as tree pits/rain gardens (as these have multiple benefits such as water quality treatment (Water Framework Directive objectives) and landscape value) and permeable surfaces/paving in areas such as cycle paths or footpaths					inclusion of SuDS within the detailed drainage design.	
	[DC01.13.14] Although the PEIR indicates that further work is to be done on local flood risk and drainage strategy, expects enough detail to be presented for review within any further submissions		✓			A full drainage strategy in Appendix 12C of the Environmental Statement (document reference 6.2) has been completed for the Scheme.	No Change
	[DC01.13.15] Whilst the PEIR indicates drainage will be considered for the 1% Annual Exceedance Probability storm plus climate change, reminds the applicant that both		✓			A climate change allowance of 40% on the 1% Annual Exceedance Probability (AEP) event has been used in the drainage strategy for the Scheme. This means that the assessment and	No Change

	allowances of 20% and 40% should be considered					preliminary design of drainage features is conservative. A 20% allowance for climate change has been added to the 20% AEP event for the design of pipe networks.	
	[DC01.13.16] Comments that the drain design should consider the Lead Local Flood Authority guidance, SuDS Manual, NSIP Policy, and SuDS technical standards as well as the DMRB and Sewers for Adoption. Consideration should also be made to the emerging Sewers for Adoption V8 which includes SuDS components		✓			The Drainage Strategy in Appendix 12C of the Environmental Statement (document reference 6.2) lists recommended guidance documentation.	No Change
	[DC01.13.17] Highlights that water treatment should still be considered prior to connecting to a sewer.		✓			Anglian Water have also requested this and it has been included within the Drainage Strategy in Appendix 12C of the	No Change

	This would contribute to the long term sustainability of the sewer network				Environmental Statement (document reference 6.2).	
	[DC01.13.18] Reiterates that petrol oil interceptors are only considered to be pre-treatment in SuDS and should not be used in isolation		✓		Appropriate treatment will be included within the detailed design. In addition a Highways Agency Water Risk Assessment will be undertaken.	No Change
	[DC01.13.19] Notes that the Flood Estimation Handbook (FEH) catchment characteristics, using the up to date online version, should be used on all drainage calculations. The Lead Local Flood Authority will be updating its guidance document – Section 18.11 to reflect this in the near future		✓		Catchment descriptors for the study area were downloaded from the Flood Estimation Handbook Web Service. Therefore the latest Flood Estimation Handbook data has been used.	No Change
	[DC01.13.20] Notes that the PEIR provides sufficient confidence that the		✓		Chapter 8 of the Environmental Statement (document reference 6.1) considers the impacts to	No Change

	<p>appropriate designated sites, important habitats, and protected species are being considered, and that the appropriate methodology and industry best practice will be followed in survey design, assessment and mitigation</p>				<p>designated sites, important habitats, and protected species associated with the Scheme.</p> <p>The chapter describes:</p> <ul style="list-style-type: none"> • the assessment methodology; • the baseline conditions at the Site and in the surrounding area; • any primary and tertiary mitigation adopted for the purposes of the assessment; • a summary of the likely significant effects taking into account national legislation; • the further mitigation measures required to prevent, reduce or offset any significant negative effects; • the likely residual effects after these measures have been employed. 	
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	<p>[DC01.13.21]</p> <p>Advises that the Chartered Institute for Ecological and Environmental Management Guidance on EIA has very recently been updated in Summer 2018 (almost certainly after the PEIR was produced), and this becomes the relevant guidance moving forward</p>		✓		<p>It is stated in Chapter 8 of the Environmental Statement (document reference 6.1), in response to this comment, that methodologies applied in this chapter have referred to this prescribed guidance where appropriate (see Table 8.4 for a summary). It is acknowledged that Chartered Institute for Ecological and Environmental Management have update their guidance in 2018 (Ref 8.1).</p>	No Change
	<p>[DC01.13.22]</p> <p>Is pleased to note that comments made at the scoping stage have been incorporated into the PEIR and acknowledges the intention to cover some matters within the Habitat Regulation Assessment and not duplicate this in</p>		✓		<p>The Habitat Regulations Assessment carried out for the Scheme is presented in document reference 6.11, and appropriate cross referencing has been carried out within Chapter 8 of the Environmental</p>	No Change

	the Environmental Statement					Statement (document reference 6.1).	
	[DC01.13.23] Understands that mitigation measures will be included in the draft Code of Construction Practice that will accompany the Environmental Statement and will be delivered through the full Construction Environment Management Plan		✓			An Outline Code of Construction Practice (OCoCP) (document reference 6.16) has been produced. Mitigation measures within the OCoCP will be implemented and secured through the production of a full CoCP.	No Change
	[DC01.13.24] Is satisfied that the 3km search area should be sufficient in order to consider landscape impacts and establish a baseline Zone of Theoretical Visibility initially, which can then be adapted as necessary		✓			It is stated within chapter 10 of the Environmental Statement that the study area, a 3km radius from the Principal Application Site with an adjustment to the east to follow the high-water line, was validated through the modelling of the Zone of Theoretical Visibility of the main works of the Scheme. This has been agreed with the LPA.	No Change

	<p>[DC01.13.25]</p> <p>Is happy with the chosen viewpoints and would not anticipate that further viewpoints are needed. If required, this should be identified at the same time as any changes in study area</p>		✓		<p>It is stated within chapter 10 of the Environmental Statement (document reference 6.1) that a total of 18 viewpoints have been agreed with the landscape officer at NCC, who has been requested to act as consultee on behalf of GYBC.</p>	No Change
	<p>[DC01.13.26]</p> <p>Agrees that proposed mitigation will likely be through the design of the Scheme and acknowledge that the bridge structure will be a prominent new feature that will have unavoidable impacts on views</p>		✓		<p>Chapter 10 of the Environmental Statement (document reference 6.1) assesses the likely significant effects of the Scheme on the landscape and specific views and on the general visual amenity experienced by people.</p> <p>The assessment describes the visual impacts to viewpoints and describes how the mitigation planting will reduce this impact over time.</p>	No Change

	<p>[DC01.13.27]</p> <p>Recognises that there are still assessments to be undertaken as part of the Environmental Statement, but the methodology and initial conclusions provide sufficient confidence that these will be undertaken appropriately</p>		✓			<p>The Applicant notes these comments.</p>	No Change
	<p>[DC01.13.28]</p> <p>Comments that the Scheme offers the opportunity to help meet wider walking and cycling objectives set out in the DfT's Walking and Cycling Investment Strategy and the County Council's Walking and Cycling Strategy</p>		✓			<p>The Applicant notes these comments. The Scheme objectives include the following:</p> <ul style="list-style-type: none"> • 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; • To protect and enhance the environment by reducing emissions of greenhouse gases and minimising the 	No Change

						environmental impact of the Scheme.	
	<p>[DC01.13.29]</p> <p>Notes that the location of the proposed bridge also means that large sections of Bradwell and Gorleston will be within a 20-minute cycling distance of the town centre and outer harbour</p>		✓			<p>The Applicant notes these comments. The Scheme objectives include the following:</p> <ul style="list-style-type: none"> • 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; • To protect and enhance the environment by reducing emissions of greenhouse gases and minimising the environmental impact of the Proposed Scheme. 	No Change
	<p>[DC01.13.30]</p> <p>Notes that while the current proposals include links for walking and cycling, the current layout does not fully capitalise on</p>		✓			<p>The NMU proposals have been designed in accordance with information and guidance from DfT.</p>	No Change

	<p>this potential. Suggests that the walking and cycling facilities should fully align with the DfT's active travel design principles of providing coherent, direct, safe and attractive facilities</p>						
	<p>[DC01.13.31] Considers that the approach taken to date in terms of the impact on the local highway network and the proposed methodology for the future assessment is acceptable</p>		✓			<p>Chapter 17 of the Environmental Statement (document reference 6.1) supported by the Transport Assessment addresses the likely effects of the Scheme on traffic and transport.</p>	No Change
	<p>[DC01.13.32] Understands that the comment and feedback received on the PEIR will inform the Environmental Statement that will be submitted to the Planning Inspectorate as part of the DCO application</p>		✓			<p>Comments and feedback received from the PEIR have been addressed by the Applicant within individual technical chapters, and Chapter 5 of the Environmental Statement (document reference 6.1).</p>	No Change

<p>[DC01.14] Anglian Water Requirements/Advice</p>	<p>[DC01.14.01] Notes there are existing Anglian Water foul and combined sewers located within the site. Any requests for alteration or removal of sewers should be conducted in accordance with the Water Industry Act 1991</p>		✓			The Applicant acknowledges this is the appropriate standard and will adhere to this.	No Change
	<p>[DC01.14.02] Notes there are a number of sewage pumping stations and outfalls located within the site. Anglian Water would welcome further discussions in relation to the implication of the above project for the existing sewers and pumping stations</p>		✓			The Applicant has had a number of discussions with Anglian Water regrading this and has an agreement in principle on the wording for a Statement of Common Ground (SoCG).	No Change
	<p>[DC01.14.03] Comments that as the scheme is developed further the extent to which existing sewers and related infrastructure would be affected will need to be</p>		✓			The Applicant welcomes the ability to work with Anglian Water to identify sewers and other infrastructure.	No Change

	defined with the assistance of Anglian Water						
	[DC01.14.04] Requests that protective provisions specifically for the benefit of Anglian Water should be included as part of the wording of the draft DCO		✓			The Applicant has included protective provisions negotiated with Anglian Water in the draft DCO.	No Change
	[DC01.14.05] Comments that there is land in Anglian Water's ownership within the site boundary. In the event that there is a need to obtain possession of this land Anglian Water would wish to have further discussions in advance of the DCO being submitted		✓			Anglian Water only appear in the Book of Reference (document reference 4.3) as a directly affected landowner in respect of a presumed ownership of half width of existing highway. No contact has been made with Anglian Water on this basis as land will remain highway and so no acquisition of their 'legal interest' will occur.	No Change
	[DC01.14.06] Requests further details of the specific work which is		✓			The Applicant has been in informal discussions with representatives of Anglian Water in regard	No Change

	proposed on land in Anglian Water's ownership					to impacts on their utility apparatus and land which has informed the protective provisions that are contained within the draft DCO.	
	[DC01.14.07] Understands that it is proposed to have a surface water connection to the public sewerage network as part of the proposed development. Where a connection is required to a combined sewer evidence would be required to demonstrate that there are no other feasible drainage options as outlined in Anglian Water's Surface Water Policy 1		✓			The Applicant has had a number of discussions with Anglian Water regarding this and has an agreement in principle on the wording for a Statement of Common Ground (SoCG).	No Change
	[DC01.14.08] Advises that consideration should be given to all potential sources of flooding including sewer flooding (where relevant)		✓			The Applicant has considered all potential flood risks detail within the Environmental Statement (document reference 6.1).	No Change

	as part of the Environmental Statement						
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Table 9-28: Matters raised regarding 'DCO/Planning'

9.15 Key Matters Arising – Consultation

9.15.1 The graph and following tables below show the breakdown of overall comments on the pre-application consultations on the Proposed Scheme.

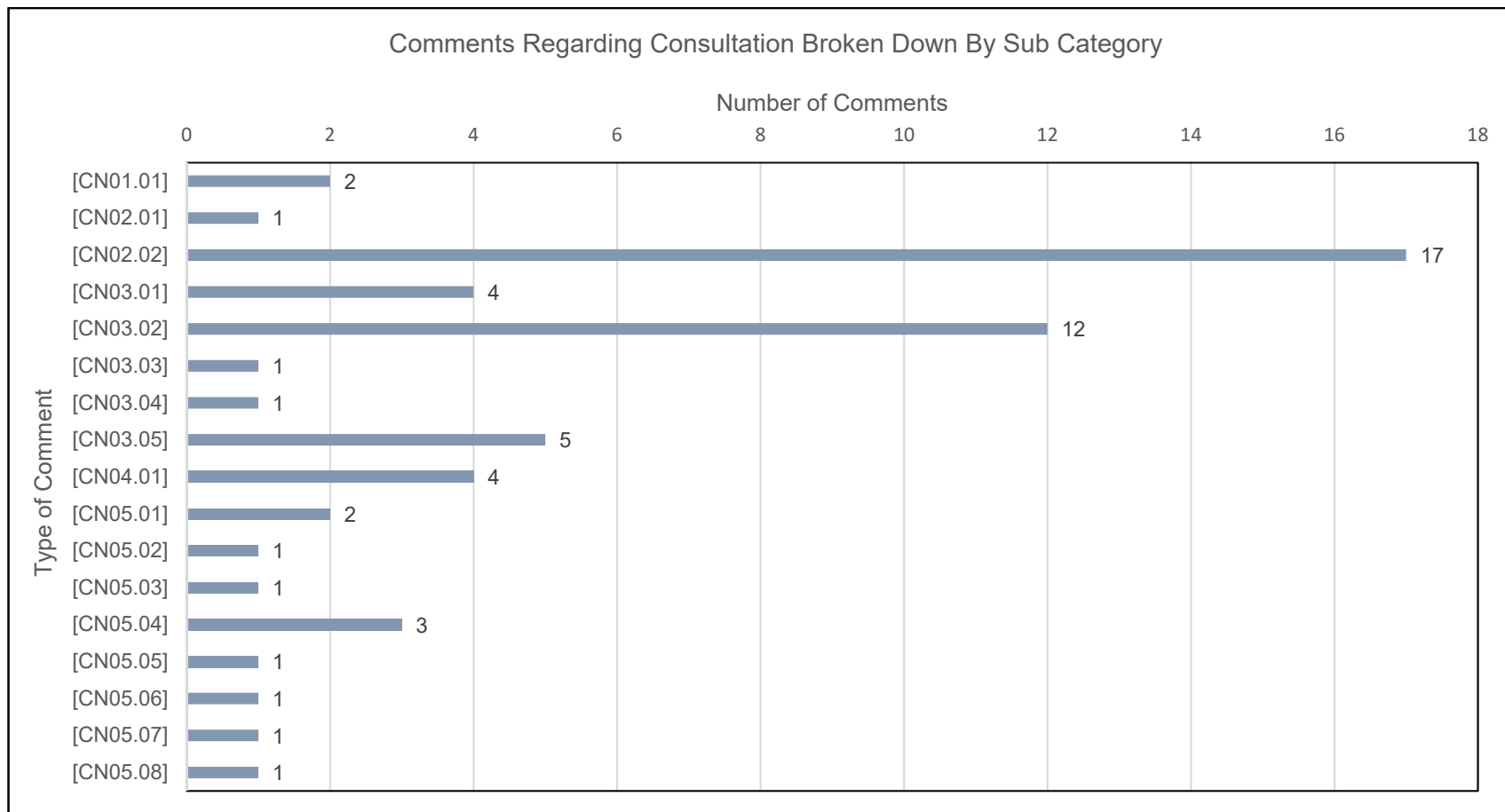


Figure 9-16: Responses regarding 'Consultation'

Positive comment about the consultation	
[CN01.01]	General positive comments about the consultation
Negative comment about the consultation	
[CN02.01]	General negative comment about the consultation
[CN02.02]	Negative comment about the consultation because.....
Specific comment on elements of the consultation	
[CN03.01]	Comment on the Consultation Events
[CN03.02]	Comment on the Consultation Brochure
[CN03.03]	Comment on the Consultation Web Page
[CN03.04]	Comment on the Consultation Questionnaire
[CN03.05]	Comment on the PEIR
Other comment relating to the consultation	
[CN04.01]	Requests for a meeting
Suggestion to improve the consultation	
[CN05.01]	Suggestion for more correspondence/contact with affected parties of affected land
[CN05.02]	Suggestion that local people over 35 years old should be involved in the final decision on the scheme
[CN05.03]	Suggestion to engage with the Anglia Fishermen's Association and Caister Inshore Fishermen's Association
[CN05.04]	Suggestion to maintain dialogue post consultations
[CN05.05]	Request to be kept informed of the scheme
[CN05.06]	Suggestion to consult marine pilots and port operators

[CN05.07]	Suggestion to consult Port Users Association
[CN05.08]	Suggestion to continue to liaise with Port Company to ensure operational and commercial interests are not prejudiced

Table 9-29: Chart key for responses regarding 'Consultation'

- 9.15.2 Figure 9-16 above indicates the written comments that expressed a view of the pre-application consultation process.
- 9.15.3 The most frequent suggestion to improve consultation was the request to maintain dialogue with key stakeholders and the local community (Code CN05.04).
- 9.15.4 Table 9-30 below provides a breakdown of the written comments made concerning 'Consultation' and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Positive comment about the consultation

Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[CN01.01] General positive comments about the consultation			✓	✓	The Applicant's methodology for undertaking its pre application consultations is detailed in Section 6.1 of this report.	No Change

Negative comment about the consultation							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[CN02.01]	General negative comment about the consultation	✓				The Applicant's methodology for undertaking its pre application consultations is detailed in Section 6.1 of this report.	No Change
[CN02.02] Negative comment about the consultation because.....	[CN02.02.01] The email address used for consultation replies was not user friendly	✓				The email gy3rc@norfolk.gov.uk is already in use for general correspondence on the Scheme. Therefore, in order to produce a specific email address for the Stage 3 (Statutory Pre-application Consultations) the new address was revised to gy3rc-st3consultation@norfolk.gov.uk by adding "st3consultation" to the address.	No Change
	[CN02.02.02] The pilotage service has not been consulted	✓			✓	The Applicant has consulted Great Yarmouth Port Company (GYPC). GYPC, as agents of Great Yarmouth Port Authority, undertake pilotage services in the Competent Harbour Authority (CHA)	No Change

						jurisdiction. The GYPC has been consulted on the proposals.	
[CN02.02.03]	✓					The formal Navigational Risk Assessment was not available for the pre-application consultation. However it forms part of the Application documents (document reference 6.14).	No Change
[CN02.02.04]	✓					The pre-application consultations undertaken by the Applicant are described in Chapter 6 of this report. This has included consultation with quayside port operators and the Great Yarmouth Port Users Association. Other publicity and promotion undertaken by the Applicant to engage with vessel operators beyond Great Yarmouth is contained within Section 6.8 of this report, which has included articles in local newspapers and engagement via social media.	No Change
[CN02.02.05]	✓					The Applicant has consulted the Broads Authority and the Royal Yacht Association. Whilst the	No Change

	Authority, the Norfolk and Suffolk Boating Association, Royal Yacht Association					Applicant has not directly consulted the Norfolk and Suffolk Boating Association it has consulted the Great Yarmouth and Gorleston Sailing Club which is affiliated to this organisation.	
	[CN02.02.06] The consultation period was not long enough	✓				<p>Consultations under Section 42 of the Planning Act 2008 commenced on 7 September 2018 with an initial deadline of 21 October 2018.</p> <p>Consultations under Section 47 and 48 of the Planning Act 2008 commenced on 20 August 2018 with an initial deadline of 5 October 2018.</p> <p>Both consultations were subsequently extended to 9 December 2018 which provided for overall consultation periods of 44 days and 63 days respectively.</p>	No Change
	[CN02.02.07] The results of the environmental impact assessments should have been	✓				Whilst the Environmental Impact Assessment was not available at the time of the pre application consultations, the Applicant produced a Preliminary Environmental Information Report	No Change

	part of the consultation information					(PEIR). This provided information which the Applicant considers was at a level appropriate to allow consultees to develop an informed view of the likely significant environmental effects of the scheme. A summary of the key information in the PEIR was also made available in a non-technical summary of the PEIR.	
	[CN02.02.08] No information was provided on impacts on vessel navigation	✓				The Applicant has produced the Navigational Risk Assessment (document reference 6.14).	No Change
	[CN02.02.09] The consultation should have included people from Corton, Hopton and Lowestoft.	✓				The consultation under Section 47 and 48 was open for anyone to participate in and was publicised using the methods described in Chapter 6 of this report. In particular Section 6.8 details the other promotion and advertising of the consultations undertaken by the Applicant. The rationale for choosing those consultees to receive a direct invitation to participate in the consultation via a	No Change

						posted consultation letter is contained in Section 6.3.7 of this report.	
	[CN02.02.10] NOT USED	-	-	-	-	Not Used	No Change
	[CN02.02.11] Details of the proposals have not been well shared prior to this consultation	✓				The Applicant undertook two non-statutory consultations on the proposals for a Third River Crossing. The format of these Stage One and Stage Two consultations is described in Section 5.3 and 5.4 of this report.	No Change
	[CN02.02.12] The consultation responses will be ignored	✓			✓	The regard that has been given to all consultation responses received has been documented in this Consultation Report together the revisions to the Proposed Scheme that have made as a result.	No Change
	[CN02.02.13] There are blind spots in the scoping documents	✓			✓	The Applicant is unsure of the blind spots that this comment refers to and considers that the consultation documents provided sufficient information to allow consultees to	No Change

						make an informed comment on the Proposed Scheme.	
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Specific comment on elements of the consultation

Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[CN03.01] Comment on the Consultation Events	[CN03.01.01] Positive comment on the Consultation Events				✓	The Applicant notes these comments.	No Change
	[CN03.01.02] Staff at exhibition could not answer questions	✓				The Scheme has a large range of specialist work streams making it impractical to have each Consultation Event staffed by all specialists. There was an opportunity at the Consultation Events to leave questions that could not be answered by the staff present which could then be properly addressed at a later date.	No Change
	[CN03.01.03] Responder was not aware that the PEIR was available at the	✓				The Consultation Leaflet and Consultation Brochure highlighted that further consultation documents, that included information on environmental effects were available to view on the Applicant's	No Change

	Consultation Events					project website and at the Document Deposit Locations outlined in Table 6.3 of this report. Board number 16 of the exhibition boards highlighted that a PEIR had been produced and that it was available at the Consultation Events, the Applicant's project website and the Document Deposit Locations.	
[CN03.02] Comment on the Consultation Brochure	[CN03.02.01] Don't like image of front	✓				The image on the front of the Consultation Brochure was chosen to serve two purposes. Firstly, to provide an indication of the location the Third River Crossing in Great Yarmouth. Secondly to provide a more colourful and inviting image that would encourage interest in the brochure.	No Change
	[CN03.02.02] First plan on Page 10 has incorrect note in bottom left corner	✓				The first plan on page 10 of the Consultation Brochure included some elements of the proposed bridge form and therefore this note is relevant to the plan.	No Change
	[CN03.02.03]	✓					No Change

	There is no mention of flooding in the list of considerations for raising mechanism					Page 7 of the Consultation Brochure identified the key considerations that would influence the final choice on the opening mechanism, whilst flooding was not specifically identified in this list, environmental impacts were. Page 16 of the Consultation Brochure identified some of the topics that would be assessed in the forthcoming Environmental Statement, this included the potential for the Scheme to increased flood risk.	
	[CN03.02.04] There is no statement regarding the port operator's views of the proposals	✓				No statement on the port operator's formal views of the Proposed Scheme were included in the consultation documents because the pre-application consultations aimed to seek their views on this.	No Change
	[CN03.02.05] Information provided is not clear, not sure what is proposed	✓			✓	The Applicant considers that the Consultation Brochure was drafted at a level that allowed those with limited technical knowledge of this type of scheme to understand the	No Change

						proposals and provide comment on them.	
	[CN03.02.06] No scoping information on the impact to MIND Centre and Grounds	✓			✓	At the time of the consultation the final details of the impact on the MIND Centre and Grounds site were still to be established. The Applicant has been in continued discussions with the MIND Centre and Grounds during the pre-application consultation to finalise these details and minimise the impacts.	No Change
[CN03.03] Comment on the Consultation Web Page	[CN03.03.01] Cannot find on-line questionnaire	✓				This comment was raised before the consultation period had commenced on 20 August 2018. The online questionnaire was posted on the project website on 20 August 2018.	No Change
[CN03.04] Comment on the Consultation Questionnaire	[CN03.04.01] Questions are not appropriate for people with no technical knowledge	✓				Question 11 of the Consultation Questionnaire provided an opportunity to make any comments on the Proposed Scheme irrespective of whether they were able to answer the preceding questions.	No Change

[CN03.05] Comment on the PEIR	[CN03.05.01] Does not consider health and social impact on MIND Centre and Grounds site	✓			✓	At the time of the PEIR production the final details of the impact on the MIND Centre and Grounds site were still to be established. The Applicant has been in continued discussions with the MIND Centre and Grounds during the pre-application consultation to finalise these details and minimise the impacts.	No Change
	[CN03.05.02] Does not consider ecology impact on MIND Centre and Grounds site	✓			✓	At the time of the PEIR production the final details of the impact on the MIND Centre and Grounds site were still to be established. The Applicant has been in continued discussions with the MIND Centre and Grounds during the pre-application consultation to finalise these details and minimise the impacts. Additionally the ecology impacts have been investigated in the Environmental Statement (document reference 6.1).	No Change

Other comment relating to the consultation

Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[CN04.01] Requests for a meeting	[CN04.01.01] Requests for a meeting				✓	Wherever practical the Applicant has attended meetings with those that have requested them.	No Change
	[CN04.01.02] Requests for a meeting with the navigational consultant for the Scheme	✓				The Applicant including its navigational consultant has met with the consultee who requested this meeting.	No Change

Suggestion to improve the consultation						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[CN05.01] Suggestion for more correspondence/contact with affected parties of affected land				✓	Since the pre-application consultations the Applicant has continued to engage with those parties that are directly affected by the Scheme. The Applicant expects to continue with this engagement.	No Change
[CN05.02] Suggestion that local people over 35 years old should be involved in the final decision on the scheme	✓				The pre-application consultations were open to everyone irrespective of age, with the comments received helping to inform the decision on the Scheme.	No Change
[CN05.03] Suggestion to engage with the Anglia Fishermen's Association and Caister Inshore Fishermen's Association.		✓			The Applicant did not specifically consult these organisations as part of the pre-application consultation. However, the Applicant will attempt to engage with these organisations as part of its ongoing engagement with stakeholders.	No Change

[CN05.04] Suggestion to maintain dialogue post consultations			✓		The Applicant will continue to engage with stakeholders as the Scheme continues to progress.	No Change
[CN05.05] Request to be kept informed of the scheme				✓	The Applicant will continue to provide updates to the public as the Scheme continues to progress.	No Change
[CN05.06] Suggestion to consult marine pilots and port operators	✓				The Applicant has consulted Great Yarmouth Port Company (GYPC). GYPC, as agents of Great Yarmouth Port Authority, undertake pilotage services in the Competent Harbour Authority (CHA) jurisdiction. The GYPC has been consulted on the proposals.	No Change
[CN05.07] Suggestion to consult Port Users Association				✓	The Applicant can confirm that Great Yarmouth Port Users Association was consulted as part of the pre-application consultations.	No Change

<p>[CN05.08] Suggestion to continue to liaise with Port Company to ensure operational and commercial interests are not prejudiced</p>				✓	<p>The Applicant can confirm that it will continue to engage with the Great Yarmouth Port Company as the Scheme progresses.</p>	<p>No Change</p>
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Table 9-30: Matters raised regarding 'Consultation'

9.16 Key Matters Arising – Questions

9.16.1 The graph and following tables below show the breakdown of questions raised during the pre-application consultations on the Proposed Scheme

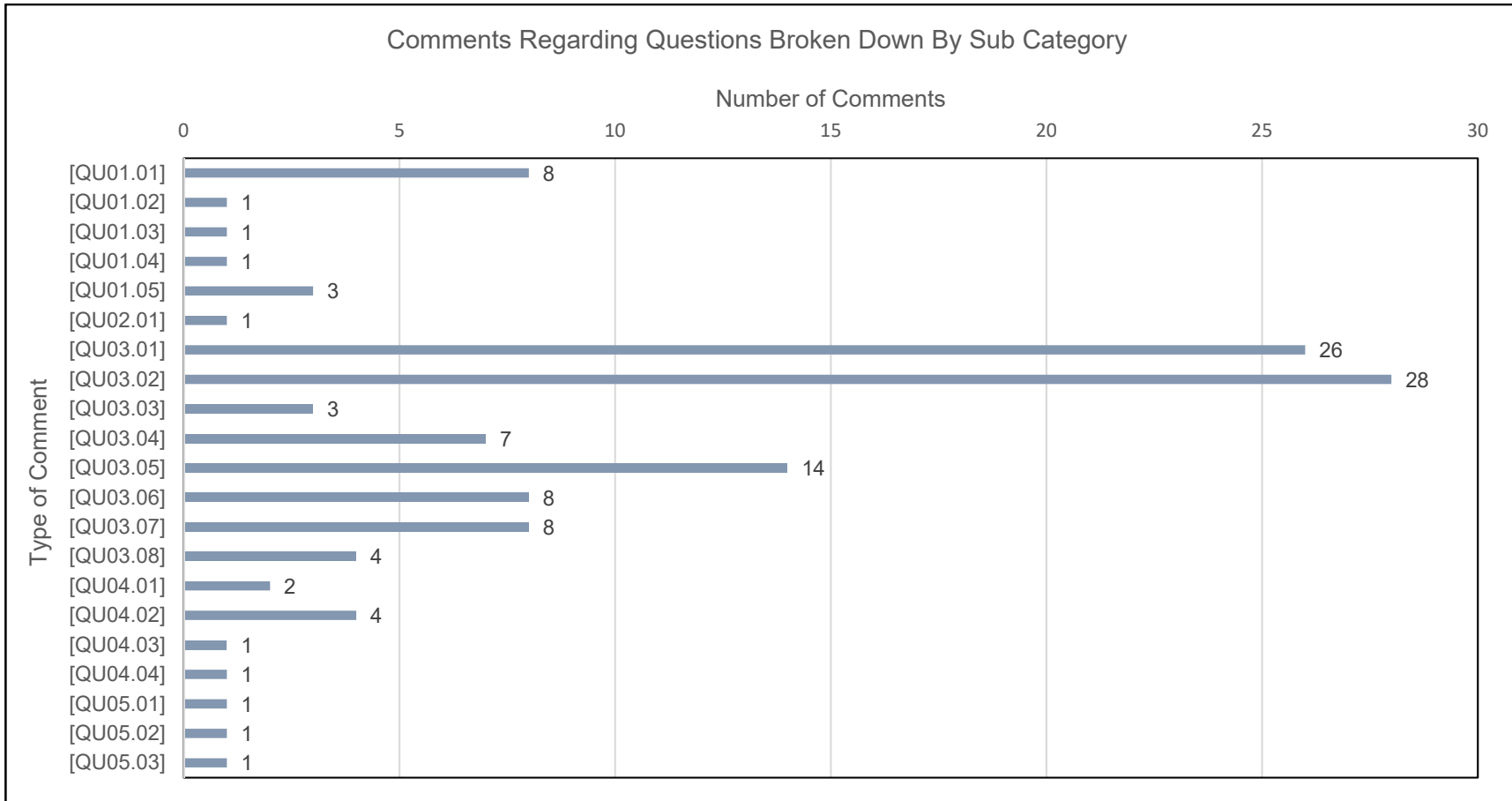


Figure 9-17: Responses regarding 'Questions'

Questions regarding the consultation	
[QU01.01]	Requests for further information
[QU01.02]	Question whether S42(1)(d) consultees receive individual consultation visits
[QU01.03]	Requests for information on land compensation
[QU01.04]	Requests for more information for affected residents
[QU01.05]	Questions about the meaning of the S42(1)(d) notices on site
Questions regarding the scheme programme	
[QU02.01]	When will the Scheme construction start
Questions about the scheme proposals	
[QU03.01]	Questions regarding bridge form
[QU03.02]	Questions regarding highway design
[QU03.03]	Questions about public realm
[QU03.04]	Questions regarding NMUs
[QU03.05]	Questions regarding traffic
[QU03.06]	Questions regarding marine
[QU03.07]	Questions regarding land
[QU03.08]	Questions regarding environment
Questions about construction	
[QU04.01]	Will construction require dredging/deposition
[QU04.02]	During construction where will Dungeon Ltd CTV be berthed

[QU04.03]	Has a contractor been assigned for the scheme
[QU04.04]	How will access to Boundary Road be affected during construction
Other questions	
[QU05.01]	What is the cost of the Proposed Scheme so far
[QU05.02]	What affect will Brexit have on the Scheme
[QU05.03]	Can you show the scheme is value for money as there is no container and wind turbine traffic by road

Table 9-31: Chart key for responses regarding ‘Questions’

9.16.2 Figure 9-17 above indicates that the most frequently asked questions were regarding the Proposed Scheme were:

- Questions regarding highway design (Code QU03.02);
- Questions regarding bridge form (Code QU03.01);
- Questions regarding traffic (Code QU03.05).

9.16.3 Table 9-32 below provides a breakdown of the written comments made concerning ‘Questions’ and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Questions regarding the consultation							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[QU01.01] Requests for further information	[QU01.01.01] Requests for further consultation materials	✓		✓		The Applicant provided the information requested.	No Change
	[QU01.01.02] Request for the CV of the navigational consultant for the Scheme	✓				Whilst a CV was not provided, the author of this comment has met with the Applicant's navigational consultant for the Scheme.	No Change
[QU01.02] Question whether S42(1)(d) consultees receive individual consultation visits					✓	The consultee was informed that the consultation would not involve direct visits to each individual consultee. However there were specific events held in order to allow Section 42(10)(d) consultees to speak to members of the project team face-to-face.	No Change

[QU01.03] Question whether the missing PEIR figures were available to view on the Applicants webpage				✓	The Applicant provided copies via post to the consultees, at the drop-in locations around Great Yarmouth and Gorleston and posted on the scheme's project webpage.	No Change
[QU01.04] Requests for more information for affected residents				✓	The Applicant does not consider that the pre-application consultation is the end of public engagement and will continue to engage with affected land owners and the local community as the Scheme continues to progress.	No Change
[QU01.05] Questions about the meaning of the S42(1)(d) notices on site				✓	The Applicant explained that as part of the Section 42(1)(d) consultation, it's diligent inquiries had been unable to identify the interests in specific plots of land. Where this situation had occurred a site notice was erected and maintained in order notify potential interests of the consultation.	No Change

Questions regarding the scheme programme						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[QU02.01] When will the Scheme construction start	✓				Subject to obtaining the necessary statutory consents, construction of the Scheme is programmed to commence in late 2020 with it opening in early 2023.	No Change

Questions about the scheme proposals							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[QU03.01] Questions regarding bridge form	[QU03.01.01] Will the bridge raise	✓				The proposed bridge is a raising type of bridge and is intended to raise for commercial vessels when required and for recreational vessels by arrangement.	No Change
	[QU03.01.02] Is the width of river the same for both bridge raising mechanism options	✓				The envelope of bridge raising mechanisms present at the pre application consultation provided a minimum navigational width of 50m.	No Change
	[QU03.01.03] Will decision on the bridge raising mechanism be based on cost	✓				The Applicant came to a decision on the bridge raising mechanism based on the following: <ul style="list-style-type: none"> • Safety and accessibility for bridge constructors, users, maintainers and operators, • Reliability and durability • Maintainability • Energy efficiency 	No Change

					<ul style="list-style-type: none"> • Cost-effective construction that limits disruption to land and river traffic • Visual compatibility with surrounding area • Environmental responsibility. <p>The Applicant focused on meeting or exceeding the standards for the above factors throughout the design process.</p>	
[QU03.01.04]	✓			✓	The Applicant details the Scheme evolution and assessment of options in Chapter 5 of the 'Case for the Scheme' (document reference 7.1).	No Change
[QU03.01.05]				✓	Within the limits of available data, the Applicant can confirm that assessment of bridge raisings takes account of small vessel movements and the likely growth of port.	No Change
[QU03.01.06]				✓	Whilst there is twice the amount of plant to maintain, the loads imparted to the mechanism for a double leaf bascule	No Change

	Is a double leaf bascule bridge more reliable than a single leaf bascule bridge					bridge are much smaller than that which would result from raising a single leaf of the equivalent span.	
	[QU03.01.07] If the bridge fails in the raised position will it be able to close to maintain traffic flow	✓				The default position will actually be that if the bridge fails it remains raised to river traffic.	No Change
	[QU03.01.08] Could leisure craft have the bridge raise on demand if they paid a toll	✓				The Applicant is not considering this as part of the Scheme.	No Change
	[QU03.01.09] What is the raising procedure for the bridge	✓				The Scheme of Operation is detailed in Schedule 10 of the draft DCO (document reference 3.1).	No Change
	[QU03.01.10] Who will operate the bridge				✓	The Applicant will be responsible for operating the bridge.	No Change

	<p>[QU03.01.11]</p> <p>What are the operational limitations in high winds or adverse weather and will this affect vessels movements</p>				✓	<p>The bridge will remain in operation as long as the wind speed doesn't exceed 20m/s. This is in line with international standards. If the wind speed increases whilst the bridge is raised, it will be allowed to complete its cycle and return to the lowered position. Beyond this speed, the bridge would not raise.</p> <p>The structure itself will be designed for wind speeds up to 23m/s, with a factor applied on to the resulting loads, in line with structural Eurocodes, to provide robustness to the design.</p>	No Change
	<p>[QU03.01.12]</p> <p>How much of the existing quay piling at Bollard Quay will be replaced</p>	✓				<p>A new pile line will be created to form the western knuckle. This will extend over approximately 80m of Bollard quay.</p>	
	<p>[QU03.01.13]</p> <p>Who will be responsible for maintenance of the bridge</p>	✓				<p>The Contractor will be responsible for the first 3 years of maintenance, at which point maintenance responsibility will be transferred to Norfolk County Council.</p>	

	[QU03.01.14] Who will be responsible for bridge safety features	✓				Bridge safety features have been considered throughout the development of the Proposed Scheme and will continue to be a key part of the detailed design in the future. The Proposed Scheme has been subject to a Stage One Road Safety Audit which is included within these application documents.	
	[QU03.01.15] What is the clearance of the bridge when fully raised	✓				When the bridge is raised, it provides unlimited clearance to navigation for the 50m-wide channel.	
	[QU03.01.16] Will bridge raisings be co-ordinated with Breydon Bridge and Haven Bridge (will both bridges be raised at the same time)	✓				The Applicant considers co-ordination of the raisings of the bridges would be favourable and allow easier passage for vessels, however this co-ordination would need to be consistent with the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1).	
	[QU03.01.17] Will there be a charge to lift the				✓	The Applicant has no proposals for charging to lift the bridge for commercial vessels as part of the Scheme.	

	bridge for commercial vessels						
	[QU03.01.18] Will there be a charge to lift the bridge for leisure vessels				✓	The Applicant has no proposals for charging to lift the bridge for leisure vessels as part of the Scheme.	
	[QU03.01.19] Will bridge lifts be co-ordinated so that they raise to accommodate a down river and an up-river vessel movement at the same time	✓				The bridge is to raise on demand in accordance with the Scheme of Operation in Schedule 10 of the draft DCO (document reference 3.1).	
	[QU03.01.20] Will regular maintenance of the bridge be programmed to not hinder river navigation	✓				Planned maintenance of the structural systems will be critical to meeting the objectives for safe, reliable operation of the bascule bridge for bridge users, waterway users and operational personnel. Most maintenance will be capable of being performed while the bridge is open to traffic to avoid potential disruption.	

						Any work that requires the span to be raised or requiring multiple lifts, will be planned for low traffic volume times or overnight work in close consultation with key stakeholders.	
[QU03.02] Questions regarding highway design	[QU03.02.01] Will access to Gorleston High Road still be available from the A47	✓				Access to Gorleston High Road from the A47 is not changed by the Scheme.	No Change
	[QU03.02.02] Will improvements/parking restrictions be made to Sutton Road				✓	It is not proposed to change the parking restrictions on Sutton Road. It is only proposed to reverse the direction of vehicle flow.	No Change
	[QU03.02.03] Will improvements/parking restrictions be made to Swanston's Road				✓	It is not proposed to change the parking restrictions on Swanston's Road. It is only proposed to reverse the direction of vehicle flow.	No Change

	[QU03.02.04] What are the proposed parking restrictions				✓	The parking restrictions for the Scheme can be found in the Traffic Regulation Measures Plans (document reference 2.3).	No Change
	[QU03.02.05] Will Southtown Road be made one-way				✓	There are no proposals to make Southtown Road one-way as part of the Scheme.	No Change
	[QU03.02.06] Will bridge over Southtown Road have sufficient height	✓				The height of the bridge has been designed to take account of the vehicles using Southtown Road.	No Change
	[QU03.02.07] How will South Denes Road traffic signalled junction be widened without impacting properties	✓			✓	Consideration has been given to properties and the design minimises the impact on properties in the immediate vicinity of the Scheme.	No Change

	[QU03.02.08] Have the bridge and approach roads been designed for abnormal roads		✓		✓	Abnormal loads have been considered. The loading on the bridge and the width of the traffic lanes takes this into account.	No Change
	[QU03.02.09] Will Southgates Road be improved/widened				✓	A section of Southgates will be widened to improve the operation of the new signalised junction.	No Change
	[QU03.02.10] Where does Southgates Road narrow back to 2 lanes				✓	Southgates Road narrows down to two lanes just before its junction with Newcastle Road.	No Change
	[QU03.02.11] What are the vehicular access arrangements to quayside land near the bridge on the east side	✓				The Applicant has been in discussions with ASCO, Perenco and the Great Yarmouth Port Company to determine the most appropriate access and egress arrangements for their sites.	No Change

	[QU03.02.12] What are the vehicular access arrangements for the new replacement allotments	✓				Vehicular access to the replacement allotments would via Queen Anne's Road from Southtown Road.	No Change
	[QU03.02.13] If there was a power failure, would there be a backup supply or means of manual operation for the variable message signs	✓				The Applicant has no proposals to provide a backup supply for the variable message signs in case of power failure.	No Change
	[QU03.02.14] Why does the road need to move along the boundary of the MIND Centre and Grounds site	✓				The Scheme has been designed to minimise impact on properties where practical.	No Change
	[QU03.02.15] What are the proposed parking	✓				The parking restrictions for the Scheme can be found in the Traffic Regulation	No Change

	arrangements for Queen Anne's Road					Measures Plans (document reference 2.3).	
	[QU03.02.16] What is the extent of the one-way on Swanston's Road				✓	The reversal of the one-way system on Swanston's Road is only proposed between South Denes Road and Admiralty Road.	No Change
	[QU03.02.17] What is reinforced earth	✓				A reinforced earth or reinforced soil embankment is a general term which refers to the use of placed or in situ soil or other material in which tensile reinforcements act through interface friction, bearing or other means to improve stability. The reinforced earth embankment is supported by driven piles and pilecaps.	
	[QU03.02.18] How will access to nearby roads and properties be affected				✓	The works will be planned to enable them to be delivered safely and in a manner which minimises congestion and disruption for all road users.	
	[QU03.02.19] Will the variable message signs	✓				The Applicant does not intend to show information in regard to the other bridges on the variable message signs.	

	include information on other bridges						
	[QU03.02.20] What are the structural issues for properties on the east side				✓	The Applicant is to undertake condition surveys of the properties that might be affected by vibration and will take the necessary precautions in accordance with good industry practice.	No Change
	[QU03.02.21] How wide are the carriageway lanes across the bridge		✓			The Applicant has provided 4 lanes (2 in each direction). Each lane is 3.65m wide.	No Change
[QU03.03] Questions about public realm	[QU03.03.01] What are the changes to bus services	✓				At this stage the revisions to bus services as a result of the Scheme have not confirmed.	No Change
	[QU03.03.02] Bollard Quay is unstable, how can it be used for public realm areas	✓				The stability of Bollard Quay around the works area will be restored as part of the Scheme, and this will make it suitable for use as a public realm area.	No Change

[QU03.04] Questions regarding NMUs	[QU03.04.01] Do the proposed crossings cater for the elderly and disabled				✓	The NMU proposals have been designed in accordance with information and guidance from DfT. Comfortable gradients will be provided for all users and appropriate resting points will be provided where practicable.	No Change
	[QU03.04.02] What is the provision for cyclists on the bridge	✓			✓	The Scheme proposals for cyclists on the bridge are a segregated footway and cycle track on the north side.	No Change
	[QU03.04.03] What is the provision for pedestrians	✓				The Scheme proposals for pedestrians on the bridge are a segregated footway and cycle track on the north side of the bridge plus a footway on the south side of the bridge.	No Change
	[QU03.04.04] How will pedestrians and cyclists access the MIND Centre and Grounds site	✓				The Scheme provides a stepped and ramped access from William Adams Way for pedestrians and cyclists. This will bring users down to the newly formed Queen Anne's Road and the MIND community roots site. The site is also accessible for pedestrians and cyclists from Southtown Road into	No Change

						Queen Anne's Road, and along the green routes.	
	[QU03.04.05] Is there a direct access from the bridge onto Southtown Road for NMUs				✓	The Scheme provides steps from the bridge deck onto the newly formed Bollard Quay. A crossing will be provided on Southtown Road for NMU's to cross safely and continue their journey's.	No Change
	[QU03.04.06] How do NMUs cross William Adams Way				✓	NMUs will be able to cross William Adams Way using controlled crossings.	No Change
[QU03.05] Questions regarding traffic	[QU03.05.01] If the bridge is a raising one, will traffic queues impact on access to Southtown Road	✓				A highway traffic model has been used to forecast impacts on traffic as a result of the Scheme. This takes account of the predicted number of raisings of the bridge to allow the passage of vessels.	No Change
	[QU03.05.02] How will traffic between Harfrey's Roundabout and William Adams	✓				The Scheme and the connections to the existing network, including the link between Harfrey's roundabout and the proposed new roundabout have been designed with reference to detailed traffic modelling, utilising extensive road traffic	No Change

	Way Roundabout be assessed					and river vessel movement data in order to ensure there is sufficient capacity to accommodate forecast flows without excessive queuing.	
	[QU03.05.03] What is the routeing arrangement between the bridge and outer harbour	✓				The proposed route between the bridge and the Outer Harbour would be South Denes Road, Hartmann Road and South Beach Parade.	No Change
	[QU03.05.04] What will the access rights be on Waveney Road				✓	Access to Waveney Road would not be changed by the Scheme.	No Change
	[QU03.05.05] How will people access the Kingsgate Community Centre	✓			✓	Direct access to and from the Kingsgate Community Centre would be via the new roundabout on William Adams Way.	No Change
	[QU03.05.06] Will traffic reduce on South Quay as	✓			✓	Detailed traffic modelling has been used to forecast the impacts of the Scheme. This indicates that the Scheme will reduce congestion around the town centre by taking away around 45% of the traffic that	No Change

	a result of the Scheme					currently uses Haven Bridge. This traffic reduction will unlock extra capacity for North Quay and South Quay. The results are recorded in the Transport Assessment (document reference. 7.2).	
	[QU03.05.07] Has analysis been undertaken to determine the number of HGVs travelling to the Outer Harbour given it is proposed use for energy rather than containers	✓				<p>No specific analysis of the detailed breakdown of HGVs relating to potential future changes of use of the Outer Harbour has been undertaken as part of the Scheme as this is not considered necessary.</p> <p>The traffic modelling work has been based on extensive traffic survey data, which in itself includes a breakdown of current vehicle types including HGVs. Future forecasts have been based on generic trip generation rates for known committed developments and have been constrained to national government forecasts. This approach is in line with relevant guidance and has been reviewed by Department for Transport modelling specialists as part of the approval process for the Outline Business Case.</p>	No Change
	[QU03.05.08]	✓				No specific analysis of the detailed breakdown of HGVs relating to potential future changes of use of the Outer	No Change

	<p>Does analysis of the number of HGVs travelling to the Outer Harbour take account of the non-existent container traffic visiting the Outer Harbour</p>				<p>Harbour has been undertaken as part of the Scheme as this is not considered necessary.</p> <p>The traffic modelling work has been based on extensive traffic survey data, which in itself includes a breakdown of current vehicle types including HGVs. Future forecasts have been based on generic trip generation rates for known committed developments and have been constrained to national government forecasts. This approach is in line with relevant guidance and has been reviewed by Department for Transport modelling specialists as part of the approval process for the Outline Business Case.</p>	
	<p>[QU03.05.09] Has analysis been undertaken to determine the number of vehicles (HGVs and cars) travelling to the Scheme from Lowestoft direct and the Acle Straight direction</p>	<p>✓</p>			<p>The traffic modelling work incorporates detailed forecasts of traffic on all key routes in the study area, including the approach from Lowestoft and the Acle Straight.</p>	<p>No Change</p>

	<p>[QU03.05.10]</p> <p>Has analysis been undertaken to determine the number of vehicles (HGVs and cars) travelling through the Gapton Hall Roundabout from Bradwell to the Haven Bridge and also to Acle</p>	✓				<p>The traffic modelling work incorporates detailed forecasts of traffic on all key routes in the study area, including the routes through Gapton Hall roundabout from Bradwell to the Haven Bridge and also to Acle.</p>	No Change
	<p>[QU03.05.11]</p> <p>Will bridge raisings give priority to river traffic over vehicle traffic and has this been considered in the traffic analysis</p>	✓				<p>The traffic analysis takes full account of the forecast bridge raising schedule, on the assumption that the bridge will raise on demand for all commercial vessels.</p>	No Change
	<p>[QU03.05.12]</p> <p>Has analysis been undertaken to determine where traffic will go on the</p>	✓				<p>The traffic modelling work incorporates detailed forecasts of traffic on all key routes in the study area, including the routes east of the bridge.</p>	No Change

	east side of the bridge						
	[QU03.05.13] Does the traffic analysis take account of the bridge lifts	✓				The traffic analysis takes full account of the forecast bridge lifting schedule, on the assumption that the bridge will raise on demand for all commercial vessels.	No Change
[QU03.06] Questions regarding marine	[QU03.06.01] What is the meaning of High Tide (Water)? Is it 'Springs' with less clearance or 'Neaps' with more clearance?	✓				The Applicant is unsure of the context of this comment but "Mean High Water" would be the average of all high tides and would be between the Mean High Water Springs and Mean High Water Neaps.	No Change
	[QU03.06.02] The narrowing of river will increase tidal flows, what surveys have been planned to fully understand this impact				✓	Details of the surveys undertaken are within Chapter 12 of the Environmental Statement (document reference 6.1), supported by the Flood Risk Assessment in Appendix 12B the Environmental Statement (document reference 6.2).	No Change

	<p>[QU03.06.03]</p> <p>Will the standard international red-green bridge raising light signals be used to indicate unmanned/lowered /preparing to raise status of the bridge</p>	✓				<p>Standard navigation marks will be used wherever possible. The final navigation marks will be agreed with the Statutory Harbour Authority and Trinity House prior to construction.</p>	No Change
	<p>[QU03.06.04]</p> <p>Are any operation/maintenance activities anticipated to be secured on the Deemed Marine Licence</p>		✓			<p>There are no maintenance activities that sit within the requirements for a Deemed Marine Licence.</p>	No Change
	<p>[QU03.06.05]</p> <p>Are port operators content with the level of navigational constraint</p>	✓				<p>The Great Yarmouth Port Users Association and Port Operators that fall into the category of Section 47 and 42(1)(d) consultees. The comments they have made are documented in this consultation report together with the regard given to them by the Applicant.</p>	No Change

	[QU03.06.06] What are the plans for vessels having to abort entry under the bridge and with the tide behind them	✓				This is covered in the Navigational Risk Assessment (document reference 6.14).	No Change
[QU03.07] Questions regarding land	[QU03.07.01] Has consultation been undertaken regarding loss of space on Bollard Quay	✓				The pre-application consultation included for the loss of space on Bollard Quay.	No Change
	[QU03.07.02] How will access to Dungeon Ltd Crew Transfer Vessel be maintained 24/day or where will they be re-berthed				✓	The Applicant understands that Dungeon Ltd's berths are located on the east side of the river Yare and to the south of Suffling Road. As such it is outside of the Application Site extents.	No Change
	[QU03.07.03] Will No's 6 to 11 Queen Anne's	✓				The block of houses 5 to 12 Queen Anne's Road are not identified for any proposed compulsory purchase as part of the Scheme.	No Change

	Road need to be CPO'd						
	[QU03.07.04] Is Edison Retail Park outside footprint of scheme				✓	The Applicant can confirm that Edison Retail Park is outside the Application Site.	No Change
	[QU03.07.05] Will houses on Queen Anne's Road be demolished				✓	Property No's 13 to 22 on Queen Anne's Road will be demolished as a result of the Scheme.	No Change
[QU03.08] Questions regarding environment	[QU03.08.01] Has an environmental impact assessment been undertake	✓				Yes. The Scheme requires an Environmental Statement (document reference 6.1) which provides details of the likely significant impacts upon the environmental and what mitigation and enhancements are included. The mitigation (document reference 6.13) provides a concise overview of the mitigation. The Non-Technical Summary (document reference 6.5) provides a summary of the key findings of the Environmental Statement in a clear and concise manner.	No Change

	[QU03.08.02] How was the study area for the assessment of impacts on surface water determined		✓		The Applicant determined the study area for the assessment of the impacts based on professional judgment as to the likely extent of any effects of the scheme (1km buffer). Outside of this area it is unlikely the Scheme would have any significant effects. The exception is waterbodies in direct hydraulic connectivity. For example, the downstream extent of the River Yare, where there is potential for pollutants to be transported, and the study area was extended to include the River Yare to its outfall to the sea.	No Change
	[QU03.08.03] How was the study area for the assessment of impacts on surface water determined	✓			The Applicant determined the study area for the assessment of the impacts based on professional judgment as to the likely extent of any effects of the scheme (1km buffer). Outside of this area it is unlikely the Scheme would have any significant effects. The exception is waterbodies in direct hydraulic connectivity. For example, the downstream extent of the River Yare, where there is potential for pollutants to be transported, and the study area was extended to include the River Yare to its outfall to the sea.	No Change

	[QU03.08.04] Will noise and vibration impact assessments be available for consultation	✓				As part of statutory consultation there is a requirement under Regulation 12 (1) of the EIA Regulations to prepare preliminary environmental information. This was produced in the form of a PEIR for the statutory Stage 3 consultation. The provision of the PEIR was to ensure that those responding to the consultation could have regard to the likely environmental issues and effects from the Proposed Scheme. Feedback received on the PEIR has been used to inform the design of the Scheme, as described in Chapter 3 of the Environmental Statement (document reference 6.1).	No Change
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Questions about construction						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[QU04.01] Will construction require dredging/deposition				✓	The Applicant does not envisage the construction will require dredging/deposition. The disposal of some excavated material to licenced locations may be necessary dependant on confirmation testing.	No Change
[QU04.02] During construction where will Dungeon Ltd's Crew Transfer Vessel be berthed				✓	The Applicant understands that Dungeon Ltd's berths are located on the east side of the River Yare and to the south of Suffling Road. As such it is outside of the Application Site extents.	No Change
[QU04.03] Has a contractor been assigned for the scheme	✓				The Applicant announced the Contractor for the Scheme in January 2019. The Contractor appointed was Bam Farrans Joint Venture.	No Change
[QU04.04] How will access to Boundary Road be affected during construction				✓	Access will be maintained at all times	No Change

Other questions						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[QU05.01] What is the cost of the Proposed Scheme so far	✓				The Scheme cost is set out in the Funding Statement (document reference 4.2).	No Change
[QU05.02] What affect will Brexit have on the Scheme	✓				The Applicant's supply chain is UK based, but there may be some impact (positive or negative) on material costs associated with tariffs or exchange rate changes. Allocation of these commercial risks is dealt with in the contract between the Applicant and its Contractor.	No Change
[QU05.03] Can you show the scheme is value for money as there is no container and wind turbine traffic by road	✓				The value for money assessment is set out in the Economic Appraisal Report (document reference 7.6).	No Change

Table 9-32: Matters raised regarding 'Questions'

9.17 Key Matters Arising – Other

9.17.1 The graph and following tables below show the breakdown of other comments received during the pre-application consultations on the Proposed Scheme.

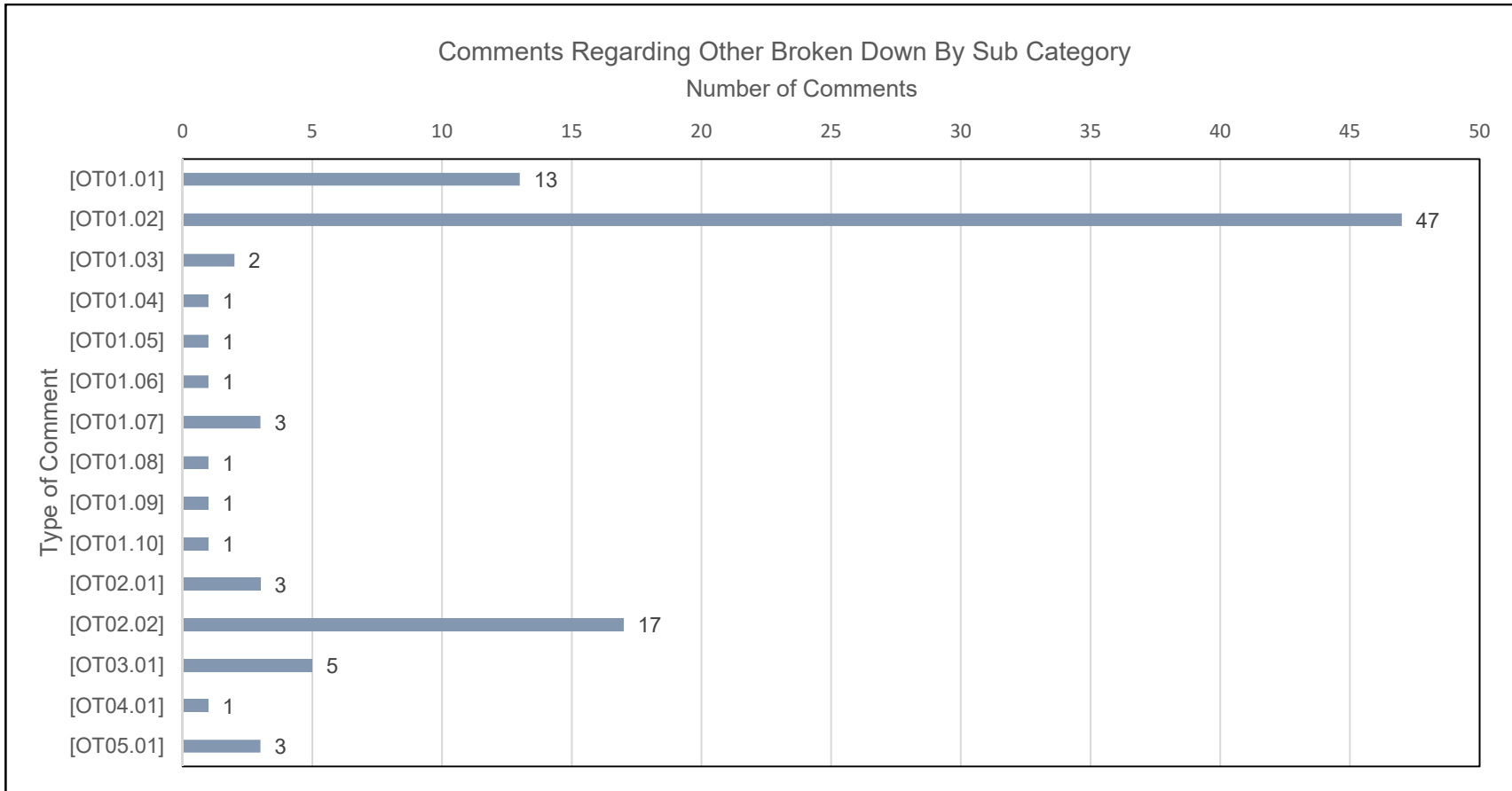


Figure 9-18: Responses regarding 'Other' Matters

Other Comments relating to the Proposed Scheme	
[OT01.01]	Requests to start the scheme as soon as possible
[OT01.02]	Confirmation that the responder has no comment to make or has no objection
[OT01.03]	Confirmation that the responder is not impacted by project
[OT01.04]	Comment suggesting that carbon neutral sustainable transport methods should be built into the project
[OT01.05]	Comment that there is a lack of understanding of the requirements of leisure vessel users
[OT01.06]	Suggestion to visit Barcelona and other cities to see how a port is made accessible
[OT01.07]	Comment on links between Great Yarmouth and Gorleston
[OT01.08]	Concern about impact on local businesses
[OT01.09]	Request that the name of William Adams Way should be retained
[OT01.10]	Suggestion to get young people involved in the design and construction aspects of the project, including work experience
Other comments not relating to the Proposed Scheme	
[OT02.01]	Comment relating to the port and Outer Harbour
[OT02.02]	Comment on suggested improvements not related to the Proposed Scheme
Other comments	
[OT03.01]	Other comments about Great Yarmouth
Confirmation of correspondence	
[OT04.01]	Comment seeking confirmation that the responders correspondence hand been received

Other comments	
[OT05.01]	Other comments

Table 9-33: Chart key for responses regarding 'Other Key Matters arising

9.17.2 Figure 9-18 above indicates that the most frequently made comments that have been categorised as “Other” comments were:

- Confirmation that the responder has no comment to make or has no objection (Code OT01.02);
- Comment on suggested improvements not related to the Proposed Scheme (Code OT02.02);
- Requests to start the scheme as soon as possible (Code OT01.01).

9.17.3 Table 9-34 below provides a breakdown of the written comments made concerning Other Key Matters arising and the regard the Applicant has given to these comments in accordance with Section 49 of the Planning Act 2008. A tick (✓) in the tables identifies that this type of consultee has raised the relevant comment. For the purposes of these tables the Marine Management Organisation (S42(1)(aa)) has been included within the column identifying S42(1)(a) consultees.

Other Comments relating to the Proposed Scheme							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[OT01.01] Requests to start the scheme ASAP		✓			✓	The Applicant notes this comment; however, the Scheme must obtain the necessary statutory consents prior to construction commencing. For this reason, the Scheme is programmed to commence in late 2020 with it opening in early 2023, subject to gaining the necessary statutory consents.	No Change
[OT01.02] Confirmation that the responder has no comment to make or has no objection		✓	✓	✓	✓	The Applicant notes that these responses confirmed that the consultee had no comment to make or had no objection to the Scheme.	No Change
[OT01.03] Confirmation that the responder is not impacted by project	[OT01.03.01] Confirmation from ESSO				✓	The Applicant notes this confirmation that ESSO is not impacted by the Scheme.	No Change
	[OT01.03.02] Confirmation from Barclays Bank	✓				The Applicant notes this confirmation that Barclays Bank is not impacted by the Scheme.	No Change

[OT01.04] Comment suggesting that carbon neutral sustainable transport methods should be built into the project	✓				The Applicant notes this comment and has included NMU facilities within the Scheme which provide a carbon neutral sustainable transport method. It is for bus operators to investigate carbon neutral bus routes.	No Change	
[OT01.05] Comment that there is a lack of understanding of the requirements of leisure vessel users	✓				Comments from leisure vessel users have been made during the pre application consultations. These comments, together with the regard given to them by the Applicant, are documented in this report.	No Change	
[OT01.06] Suggestion to visit Barcelona and other cities to see how a port is made accessible	✓				Whilst the Applicant has not visited Barcelona it considers that it achieves its aim to: <ul style="list-style-type: none"> • 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). 	No Change	
[OT01.07] Comment on links between	[OT01.07.01] Comment that the proposals will create further	✓				The Applicant disagrees with this comment. The Scheme provides a further link across the River Yare.	No Change

Great Yarmouth and Gorleston	separation between Great Yarmouth and Gorleston						
	[OT01.07.02] Comment supporting the idea of improving links between Great Yarmouth and Gorleston				✓	This is one of the Scheme objectives: <ul style="list-style-type: none"> To improve regional and local access by enhancing the resilience of the local road network, reducing congestion and improving journey time reliability. 	No Change
	[OT01.07.03] Comment that providing a link could mean higher crime rates migrating into Gorleston	✓					The Police Crime Commissioner and Norfolk Constabulary have been consulted on the Scheme. No comments have been raised regarding concern about increased crime rates migrating into Gorleston.
[OT01.08] Concern about impact on local businesses	✓					The Scheme's objectives include supporting the regeneration of Great Yarmouth, and helping the visitor and retail economy.	No Change

[OT01.09] Request that the name of William Adam's Way should be retained	✓				The Applicant is retaining the name of William Adam's Way.	No Change
[OT01.10] Suggestion to get young people involved in the design and construction aspects of the project, including work experience	✓				The Applicant included in its procurement process with the Contractor a need for the Scheme to attain social value. These requirements included the need for the Contractor to employ construction apprentices and construction graduate trainees. Therefore, the Contractor is committed to doing this for both the design and construction processes of the Scheme.	No Change

Other comments not relating to the Proposed Scheme							
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response	Response by the Applicant	Change
[OT02.01] Comment relating to the port and Outer Harbour	[OT02.01.01] Comment regarding the need to grow the Outer Harbour	✓				An objective of the scheme is to improve access and strategic connectivity to the Great Yarmouth port and outer harbour to the national road network, thereby supporting economic and employment growth of this area.	No Change
	[OT02.01.02] Comment that port and industrial areas need improving	✓				Two objectives of the Scheme are: <ul style="list-style-type: none"> •To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs and enhancing the port's role as an international gateway; •To support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy. 	No Change
	[OT02.01.03] Suggestion to provide roll on roll				✓	The Scheme does not preclude the provision of a roll on roll off ferry at the Outer Harbour.	No Change

	off ferry at the Outer Harbour							
[OT02.02] Comment on suggested improvements not related to the Proposed Scheme	[OT02.02.01] Suggestion that Market Gates bus station needs to be remodelled	✓					The Applicant does not intend to undertake improvements to Market Gates as part of the Scheme.	No Change
	[OT02.02.02] Suggestion to remove traffic signals from roundabouts	✓					The proposed traffic signals adjacent to the new roundabout on William Adams Way have been included to enable safe at grade crossings for pedestrians and cyclists and will particularly benefit vulnerable users such as blind or partially sighted.	
	[OT02.02.03] Suggestion to improve NMU access across the A47	✓			✓		The Applicant does not intend to undertake improvements to NMU access across the A47 as part of the Scheme.	No Change
	[OT02.02.04] Suggestion to make to make road through Market Gates and	✓					The Applicant does not intend to undertake improvements to Market Gates as part of the Scheme.	No Change

	bus station two-way						
	[OT02.02.05] Suggestion to improve the A47, including the Acle straight	✓			✓	The Applicant does not intend to look at improvements to the A47, including the Acle straight, as part of this Scheme.	No Change
	[OT02.02.06] Suggestion to improve other road infrastructure in Great Yarmouth	✓				<p>There are a number of transport schemes being delivered in Great Yarmouth that are being funded through the Local Growth Fund (LGF) by the New Anglia Local Enterprise Partnership (NALEP). These schemes are primarily to support and assist housing and employment growth and assist the delivery of the new Great Yarmouth Town Centre Masterplan.</p> <p>In total, around £13m has been allocated for these projects, which need to be delivered by the end of 2020/21.</p> <p>Recent schemes completed include:</p> <ul style="list-style-type: none"> •The Fullers Hill roundabout improvement works; 	No Change

					<ul style="list-style-type: none"> • Provision of a right turn option from the ASDA junction at the rail station; • Pedestrian and cycle improvement works on The Conge, North Quay and Southtown Road; • Works to improve the railway station forecourt. <p>Further schemes to improve traffic flows and encourage increased use of buses, walking and cycling are planned for delivery over the period to the end of 2020/21.</p>	
	[OT02.02.07] Suggestion to make Breydon Bridge a 4-lane dual carriageway			✓	Widening Breydon bridge would not meet the following objectives set out in Chapter 3 of this report: <ul style="list-style-type: none"> • 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); • 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. 	No Change

	[OT02.02.08] Suggestion to provide average speed cameras on A47 Acle Straight				✓	The Applicant does not intend to include speed cameras on the A47 as part of the Scheme. Suggestions for speed cameras would need to be considered by Norfolk County Council, Norfolk Constabulary and Norfolk Safety Camera Partnership taking account of both national and its own guidance on identifying the most appropriate locations for speed cameras.	No Change
	[OT02.02.09] Suggestion to improve the Victorian gas tank holder				✓	The Applicant does not intend to improve the gas tank holder as part of the Scheme.	No Change
	[OT02.02.10] Comment that the areas near to bridge need to be redeveloped				✓	An objective of the Scheme is to support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy.	No Change

Other comments							
Sub Theme		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[OT03.01] Other comments about Great Yarmouth	[OT03.01.01] If scheme brings investment has consideration been given to the need for more schools, hospitals and GP surgeries				✓	The provision of schools, hospitals and GP surgeries in Great Yarmouth is not considered a matter for this Application.	No Change
	[OT03.01.02] Comments on Brexit	✓				The Applicant's supply chain is UK based, but there may be some impact (positive or negative) on material costs associated with tariffs or exchange rate changes. Allocation of these commercial risks is dealt with in the contract between the Applicant and its Contractor.	No Change
	[OT03.01.03] Comment on the status of Great	✓				The Scheme objectives include: <ul style="list-style-type: none"> • To improve access and strategic connectivity between Great Yarmouth port and the national road network 	No Change

	Yarmouth as a whole					thereby supporting and promoting economic and employment growth (particularly in the Enterprise Zone).	
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Confirmation of correspondence						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[OT04.01] Comment seeking confirmation that the responder's correspondence had been received	✓				The Applicant responded to confirm receipt.	No Change

Other comments						
Sub Theme	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Change
[OT05.01] Other comments	✓			✓	Three comments were made which the Applicant was either unsure of the meaning of, or the author did not express any comment on the Scheme, Great Yarmouth or any other transport issues.	No Change

Table 9-34: Matters raised regarding Other Comments

9.18 Late Responses

9.18.1 The Applicant received two late responses to the pre-application consultation. The late response from a Section 47 consultee was received with sufficient time still available for it to be included in the above results. However, the response from Norfolk Fire Service could not be included in the results. Therefore, a summary of the response from Norfolk Fire Service is provided in Table 9-35 below.

Comment	Response by Applicant
<p>Comment that the project is integral in terms of regenerating the town's wealth and prosperity, allowance for growth, development of business and commerce, and that the vision of the project would secure a positive future for jobs and a general confidence for the town to thrive for generations to come.</p>	<p>The Schemes objectives include to:</p> <ul style="list-style-type: none"> • Support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industries and to enhance the port's role as an international gateway; • Help create new jobs by improving transport links between the port and the main road network; • Support the regeneration of Great Yarmouth, including the town centre and seafront; • Improve local access by reducing congestion and improving journey time reliability.
<p>Comment about the impact of traffic flow and congestion around the Friars Lane/South Quay junction and also the junction at Haven Bridge/Hall Quay and the effect that this will have on response times.</p>	<p>The Applicant has modelled the impact on traffic to the east of the river. The modelling shows that once the Scheme is in operation:</p> <ul style="list-style-type: none"> • The traffic at the Friars Lane/South Quay junction will either reduce or the impact will be minimal; • The traffic over Haven Bridge will reduce by over 40% which in turn will reduce the traffic at the Haven Bridge/Hall Quay junction.
<p>Comment about the highway infrastructure for the Scheme and the ease of access and egress for fire appliances attending emergencies on both sides of the river. Access is required 24 hours a day, every day.</p>	<p>By providing an additional bridge at this location the Scheme improves the access to locations either side of the River Yare.</p>

<p>Comment on the impact to people who may be forced to relocate due to the Scheme. Confirmation is sought that all domestic residents and businesses affected will be compensated appropriately.</p>	<p>The Applicant will assess compensation in accordance with the Compensation Code.</p>
<p>Comment on the growth and development of new or changing business ventures. Suggests a robust strategy for Great Yarmouth Borough Council to inform the Fire Service and Fire Protection and Enforcement Department of changes and growth of business uses within the Eastern District.</p>	<p>The Applicant notes this comment but does not consider this to be part of the remit of the Scheme.</p>
<p>Comment seeking confirmation that during the construction phase, there will be 24hr access and security to the construction site in case of on-site emergencies.</p>	<p>The Applicant included in its contract with the Contractor the requirement to afford access to the site for Norfolk Fire and Rescue Service (amongst others) at all times during the construction.</p>
<p>Comment requesting consideration of a slipway to be constructed to act as a potential launch point for larger fire service inshore boats.</p>	<p>The Applicant has not considered a slipway to be constructed as part of the Scheme.</p>

Table 9-35: Summary of Norfolk Fire Service Consultation Response

10 Consultation Summary

10.1 Introduction

- 10.1.1** This chapter provides an overall summary of the pre-application consultation responses received, the issues identified by the responses received and the key revisions to the Scheme that have been made as a result. These key revisions have been incorporated into the DCO application for the Scheme.
- 10.1.2** Consultations under Section 47 and 48 of the Planning Act 2008 were undertaken at similar times, both having response deadlines of 23:59hrs on 5 October 2018.
- 10.1.3** The consultation under Section 42 of the Planning Act 2008 commenced on 7 September 2018 with the delivery of the Section 42 consultation letters and documents. The deadline for responses to the Section 42 consultations was 23:59hrs on 21 October 2018.
- 10.1.4** The deadline for consultation responses under both Section 47, Section 48 and Section 42 was subsequently extended to 23:59hrs on 9 December 2018.

10.2 Summary of Key Matters

- 10.2.1** Tables 10-1 to 10-14 below provide a summary of the key matters identified by the pre-application consultations broken down by theme.

Need - Key Matters

The Consultation Questionnaire contained a closed question that asked whether the Proposed Scheme was needed. Of those responders that completed the 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.

Analysis of the written comments also showed that there was a greater number of written comments that specifically indicated that the Proposed Scheme was needed (or supported) when compared to those that indicated that the Proposed Scheme was not needed (or supported)

The most frequently indicated reasons for commenting that the Proposed Scheme was needed were:

- i) It will reduce traffic congestion, improve journey times and/or make access easier.
- ii) It will help investment in Great Yarmouth.
- iii) It will take pressure off Haven Bridge and Breydon Bridge.

The most frequently indicated reasons for commenting that the Proposed Scheme was not needed were:

- i) Money should be spent elsewhere.
- ii) It is a waste of money.
- iii) There is not enough commercial activity to justify it.
- iv) It will generate more traffic.

Table 10-1: Summary of key matters regarding 'Need'

Alternatives - Key Matters

The number of written comments suggesting an alternative to the Proposed Scheme was small when compared to the overall total number of comments made.

The suggested alternatives can be broken down into three categories:

- i) Those suggesting a different type of crossing, of which the most frequently suggested alternatives were:
 - A tunnel;
 - A fixed height bridge;
 - A pedestrian/cycle ferry.
- ii) Those suggesting an alternative crossing location, of which the most frequently suggested alternatives were:
 - A crossing of the River Bure between the A47 and north of Great Yarmouth;
 - A crossing over Breydon water to west of Breydon Bridge linking Gapton Hall Roundabout with the A47 as an alternative to the Proposed Scheme.
- iiil) Those suggesting alternative highway improvements rather than a river crossing, of which the most frequently suggested alternative was:
 - Improvements to the A47 around the west side of Great Yarmouth.

Table 10-2: Summary of key matters regarding 'Alternatives'

Bridge Form - Key Matters

The Consultation Questionnaire contained a closed question that asked whether the responder agreed with the proposals for the raising section of the bridge. Of those responders that completed the question, 63% either strongly agreed or agreed with the proposals for the raising section of the bridge. This compared to 22% that either strongly disagreed or disagreed with the proposals for the raising section of the bridge.

Analysis of the written comments also showed that support for the proposed bridge form was greater than those not in support of the proposed bridge form.

<p>The most frequent concerns regarding the bridge form were:</p> <ul style="list-style-type: none"> i) The air draft of the bridge will impact river vessels and result in too many bridge raisings. ii) The predicted times for the bridge to raise are under estimated. iii) The predicted frequency of raisings for the bridge are under estimated. iv) The time taken for the bridge to raise and the frequency of raising. v) The bridge will not raise on demand for leisure vessels.
<p>A limited number of written comments specifically expressed a preference for a raising mechanism with counter weights above ground or counter weights below ground. Of those that did express a preference, there was a slight majority in favour of a raising mechanism with counter weights below ground. Those favouring counter weights below ground generally considered that this option was more visually appealing. Those responses favouring counter weights above ground generally considered that this would have less impact on tidal flows and vessels in the river.</p>
<p>Of those that commented on the bridge raising mechanism, without expressing a preference, the most frequent comments were:</p> <ul style="list-style-type: none"> i) The bridge and mechanism should be the one that causes least disruption during maintenance. ii) The bridge and mechanism should be the best aesthetic option. iii) The bridge and mechanism should be the cheapest option.
<p>A limited number of consultation responses expressed a preference regarding the location of the control tower. Of those responses that did express a preference, the majority preferred Location 2c on page 6 of the Consultation Brochure (south side of the bridge, close to the edge of the river).</p>
<p>The most frequently suggested changes to the proposed bridge form were:</p> <ul style="list-style-type: none"> i) Increase the air draft of the bridge; ii) Provide good quality lighting on the bridge to improve its appearance at night.

Table 10-3: Summary of key matters regarding 'Bridge Form'

Highway Design - Key Matters
<p>The number of written comments in support of the proposed highway design was greater than those not in support of the proposed highway design.</p>
<p>The most frequent comments made were regarding the proposed variable message signs with the majority of these suggesting that they are needed.</p>

The most frequently suggested changes to the proposed highway design were:

- i) Changes to the design and locations of the variable message signs, including:
 - They need to have clear messages;
 - They need to provide information on the raising of the other two bridges;
 - They should be kept as small as possible and their lights should not affect nearby properties;
 - They need to also be provided at a number of other locations further away from the Proposed Scheme.
- ii) Changes to the William Adams Way Roundabout, including:
 - Don't provide a roundabout here;
 - It should be traffic signalled;
 - Reduce the number of arms;
 - Don't provide traffic signals/cycle crossings;
 - Improve access to and from Suffolk Road to make it two-way (or make Suffolk Road exit onto the roundabout rather providing an entrance to Suffolk Road from the roundabout).
- iii) Changes to the South Denes Road Signalised Junction, including:
 - It should be a roundabout;
 - It should not have pedestrian/cycle crossing phases.

Table 10-4: Summary of key matters regarding 'Highway Design'

Public Realm - Key Matters

The number of written comments to support of the public realm proposals was greater than those not in support of the public realm proposals.

The most frequent other comments made regarding the public realm proposals were:

- i) The landscaping areas need good quality planting with as many trees as possible.
- ii) Concern about the proposed landscaping area in the centre of William Adams Way Roundabout, including:
 - This not a good location for public realm improvements;
 - Need to keep planting to a minimum here to provide drivers with good sight lines.

The most frequently suggested changes to the public realm proposals were:

- i) Suggestion for a sculpture or other street furniture.
- ii) Other suggestions to improve landscaping, including:

- Provide more green spaces on the east side;
- Get local people involved in developing and managing the landscaping;
- Provide vehicular access to William Adams Way Roundabout in order to maintain landscaping.

Table 10-5: Summary of key matters regarding 'Public Realm'

Non Motorised Users - Key Matters

The number of written comments in support of the non motorised user proposals was greater than those not in support of the non motorised user proposals.

The most frequent other comments made were regarding the need to provide good non motorised user facilities.

The main comments on the cycle crossing proposals were:

- i) The non motorised user crossings are too onerous.
- ii) The non motorised user crossings must not affect traffic flow.
- iii) The crossing push bottoms need to be accessible for those in mobility scooters.
- iv) Provide crossings on all arms of William Adams Way Roundabout.

The main comments of the cycle route proposals were:

- i) Cyclists may not use the correct side when crossing the bridge.
- ii) The cycle routes need to be clearly signed.
- iii) It must be easy to transfer from carriageway to cycle lane.
- iv) Suggestion that pedestrian/cyclist shared use routes do not work well.

The most frequently suggested changes to the non motorised user proposals were:

- i) Suggested changes to the non motorised user proposals on the bridge, including:
 - Provide a direct route down onto Southtown Road (including stairs for pedestrians);
 - Provide cycle facilities on both sides of the bridge;
 - Provide wider cycle facilities on the bridge.
- ii) Suggested changes to the existing footbridge on William Adams Way, including:
 - Do not remove the existing footbridge;
 - Provide a subway instead of the existing footbridge.
- iii) Suggested changes to the NMU routes, including:
 - Provide more direct routes;
 - Provide easily navigable routes onto and off the bridge;

- The NMU facilities should link to wider improvements on routes to the south and in the town centre.

Table 10-6: Summary of key matters regarding 'Non Motorised Users'

Traffic - Key Matters

The Consultation Questionnaire contained a closed question that asked whether the Proposed Scheme would reduce traffic congestion and improve journey times to/from the South Denes peninsula. Of those responders that completed the question, 56% either strongly agreed or agreed that the Proposed Scheme would reduce traffic congestion and improve journey times. This compared to 27% that either strongly disagreed or disagreed that the Proposed Scheme would reduce traffic congestion and improve journey times.

The number of written comments agreeing that the Proposed Scheme would improve traffic congestion was greater than those disagreeing that the Proposed Scheme would improve traffic congestion.

The most frequent locations where concern was expressed regarding traffic congestion as a result of the Proposed Scheme were:

- i) In the area around the proposed bridge, including:
 - The area around the bridge when it is raised for river vessels;
 - The area around the bridge irrespective of whether it is either raised or lowered;
 - Concern that traffic will back up through Harfrey's Roundabout;
 - Concern that traffic will back up through the South Denes Road Signalised Junction.
- ii) At the A47 around Great Yarmouth.
- iii) At North Quay/South Quay, including.
- iv) At the A47 between Norwich and Great Yarmouth.
- v) In the town centre.

There was comment that considered that traffic modelling is not accurate.

A key suggestion regarding traffic was regarding the need to identify and sign specific routes from the bridge to the town centre, sea front and Outer Harbour.

Table 10-7: Summary of key matters regarding 'Traffic'

Marine - Key Matters

The Consultation Questionnaire contained a closed question that asked whether the Proposed Scheme would minimise the impact on marine and port operations. Of those responders that completed the question, 45% either strongly agreed or agreed the Proposed Scheme would minimise the impact on marine and port operations. This compared to 23% that either strongly disagreed or disagreed that the Proposed Scheme would minimise the impact on marine and port operations.

The number of written comments agreeing that the Proposed Scheme would not impact marine operations was slightly greater than those disagreeing that the Proposed Scheme would not impact marine operations.

The most frequent concerns regarding the impacts to marine operations were associated with:

- i) The commercial vessel berthing facility is located in the wrong position because:
 - It is too close to bend in river;
 - It will be damaged by storm tidal surges;
 - It will affect vessel manoeuvrability;
 - The quayside is not strong enough here;
 - It will affect hydraulic operations of the tidal flow here;
 - It will compromise Spending Beach, which has a navigational function in reducing wave turbulence;
 - The river depth is insufficient here.
- ii) The narrowing of the river, including:
 - This will affect tidal flow and cause flooding;
 - This will affect vessel manoeuvrability;
 - This will affect tidal flows, which will make using the pontoons impossible for vessels;
 - This will affect tidal flow, which will cause changes to silting in the river - dredging may be required;
 - This will impact sea-going boat businesses down stream of Breydon Bridge.
- iii) The proposed pontoons either side of the bridge, including:
 - They need to allow safe access to the pontoons;
 - They need to accommodate at least 3 vessels at one time;
 - They need to provide access to/from the shore.

The most frequently suggested changes to reduce the impact on marine operations were:

- i) Suggested changes beyond the Application Site, including:

- Provide better mooring facilities near Town Quay, including holding areas either side of Haven Bridge;
 - Make better use of the Outer Harbour and quayside near river mouth to reduce raisings;
 - Co-ordinate the raising of the bridge with the other bridges;
 - Provide pontoon moorings either side of Breydon Bridge to allow vessels to de-mast before passing through all 3 bridges.
- ii) Provide pontoons that are suitable for vessels to raise and lower masts and not just wait.
- iii) Incorporate a flood barrier into the proposals.

Table 10-8: Summary of key matters regarding 'Marine'

Environment - Key Matters

The number of written comments agreeing that the Proposed Scheme would minimise the impact to the environment was greater than those disagreeing that the Proposed Scheme would minimise the impact to the environment.

The most frequent concerns regarding the impacts to the environment (both during construction and once in operation) were:

- i) People and communities risk impacts, including:
- Impact on residents on both the east and west sides of the River Yare;
 - Impact on people using the MIND Centre and Grounds;
 - Traffic impacts (including buses) as a result of temporary closures during construction.
- ii) Noise and vibration impacts, particularly during construction, and including:
- Impact on people using the MIND Centre and Grounds;
 - Impact on residents on a number of local roads.
- iii) Air quality impacts, including:
- Impact on residents on a number of local roads;
 - Impact to education and medical premises in the area;
 - Impact on the Kingsgate Community Centre.
- iv) Drainage and flood risk impacts, including:
- The narrowing of the river channel will increase flood risk;
 - Impact on the Kingsgate Community Centre;
 - Comment that mitigating drainage and flood impacts is important.
- v) Ecology impacts, including:
- Impact on fruit and vegetables grown at the MIND Centre and Grounds site;
 - Impact on hedgerows and wildlife at the MIND Centre and Grounds site;

<ul style="list-style-type: none"> • Impact of noise and vibration on breeding birds.
<p>There was no frequently suggested change to the Proposed Scheme to reduce the environmental impacts although a number did highlight the need to reduce the environmental impacts in general.</p>

Table 10-9: Summary of key matters regarding 'Environment'

Land - Key Matters
<p>In addition to the general concern regarding the impact to land in the vicinity of the Proposed Scheme, other comments included:</p> <ol style="list-style-type: none"> i) Comment that house prices will reduce. ii) Comment that people cannot sell their properties. iii) Comment that properties within the footprint of the scheme should be adequately compensated.
<p>The majority of comments related to the following specific sites:</p> <ol style="list-style-type: none"> i) The MIND Centre and Grounds, including: <ul style="list-style-type: none"> • General concern about impacts on the MIND Centre and Grounds site; • Impacts on the labyrinth artwork; • Suggestions of what would be required if an alternative site were provided. ii) The Allotment land, including: <ul style="list-style-type: none"> • The loss of allotment land; • The need to provide replacement land; • That people losing allotments need to be adequately compensated. iii) The Perenco site, including a number of suggestions to reduce the impacts on the site. iv) The ASCO site, including a number of suggestions to reduce the impacts on the site. v) The Kingsgate Community Centre. vi) Haven Vets, including the request that construction should not prevent access at any time.
<p>A number of public utility companies identified potential impacts of the Proposed Scheme on their apparatus. These companies were:</p> <ol style="list-style-type: none"> i) Cadent Gas. ii) Anglian Water. iii) Network Rail. iv) Vodafone. v) Virgin Media. vi) Eastern Power Networks.

Table 10-10: Summary of key matters regarding 'Land'

DCO/Planning - Key Matters

Written comments providing DCO/Planning advice were provided from the following organisations:

- i) Royal Mail.
- ii) Marine Management Organisation.
- iii) Broad Sea Consortium.
- iv) Broads Authority.
- v) Health and Safety Executive.
- vi) Natural England.
- vii) Maritime and Coastguard Agency.
- viii) Public Health England.
- ix) Trinity House.
- x) Environment Agency.
- xi) Historic England.
- xii) Highways England.
- xiii) Norfolk County Council.
- ixv) Anglian Water.

Table 10-11: Summary of key matters regarding 'DCO/Planning'

Consultations - Key Matters

The most frequent suggestion to improve consultation was the request to maintain dialogue with key stakeholders and the local community.

Table 10-12: Summary of key matters regarding 'Consultation'

Questions - Key Matters

The most frequently asked questions regarding the Proposed Scheme were:

- i) Questions regarding highway design.
- ii) Questions regarding bridge form.
- iii) Questions regarding traffic.

Table 10-13: Summary of key matters regarding 'Questions'

Other - Key Matters Arising

The most frequently made comments that have been categorised as 'Other' comments were:

- i) Confirmation that the responder has no comment to make or has no

objection. ii) Comment on suggested improvements not related to the Proposed Scheme. iii) Requests to start the scheme as soon as possible.

Table 10-14: Summary of key matters regarding Other Key Matters arising

10.3 Scheme Refinements

10.3.1 The matters raised in Section 9.4 to 9.17 of this report have been considered by the Applicant to determine which, if any refinements should be made to the Proposed Scheme.

10.3.2 Table 10-15 below lists the scheme refinements made as a result of the matters raised by the consultation respondents, together with the other refinements made as a result of the on-going scheme development.

Refinement Number	Location of Refinement	Description of Refinement	How Refinement Came About
1	Suffolk Road and the Suffolk Road/Boundary Road junction	Extension to the extent of the Application Site on Suffolk Road northwards so that it includes the Suffolk Road/Boundary Road junction (See Proposed Scheme Refinement No 1 in Appendix Q-1)	As a result of on-going scheme development To allow for any potential temporary changes to the junction that may be required during construction of the Scheme in order to maintain access to Suffolk Road
2	Northern and southern end of Bollard Quay	Extension to the extent of the Application Site on Bollard Quay northwards to its northern boundary and southwards to its southern boundary (See Proposed Scheme Refinement No 2 in Appendix Q-1)	As a result of on-going scheme development To allow construction vehicles to use the existing access ramps to and from Bollard Quay during construction therefore removing the need to construct a separate temporary

			access
3	Land immediately south and east of the Kingsgate Community Centre building	Reduction to the extent of the Application Site in the area of the Kingsgate Community Centre, which results in areas of land no longer being within the order limits (See Proposed Scheme Refinement No 3 in Appendix Q-1)	As a result of pre-application consultation responses and stakeholder discussions Allows for improved pedestrian egress from the building emergency exit, to avoid conflict with the existing bin store, to improve visibility from the canteen of the building and to enable the Kingsgate Community Church to retain some green space around the building
4	ASCO, Perenco and Eastern Power Networks sites	Reductions to the extent of the Application Site in the area of the ASCO, Perenco and Eastern Power Networks sites, which results in areas of land no longer being within the order limits (See Proposed Scheme Refinement No 4 in Appendix Q-1)	As a result of pre-application consultation responses and stakeholder discussions As the Scheme has been developed these areas of land have been identified as being no longer required for the permanent scheme or required temporarily during construction
5	Land between 156 and 175 Southtown Road	Reductions to the extent of the Application Site in the area between, 156 and 175 Southtown Road which results in areas of land no longer being	As a result of on-going scheme development As the Scheme has been developed these areas of land have been

		within the order limits (See Proposed Scheme Refinement No 5 in Appendix Q-1)	identified as being no longer required for the permanent scheme or required temporarily during construction
6	Land on east side of river, north of new crossing, in the area of the Atlas Terminal site	Reduction to the extent of the Application Site in the area of the Atlas Terminal site, which results in areas of land no longer being within the boundary (See Proposed Scheme Refinement No 6 in Appendix Q-1)	As a result of on-going stakeholder discussions To avoid impacting the weigh bridge immediately south of the Atlas Terminal grain warehouse
7	Dolphin Public House, Fish Wharf	Reduction to the extent of the Application Site to remove the Dolphin Public House from the order limits (See Proposed Scheme Refinement No 7 in Appendix Q-1)	As a result of on-going scheme development As the Scheme has been developed this area of land has been identified as being no longer required for the permanent scheme or required temporarily during construction
8	Commercial vessel waiting facility to the south of the proposed crossing	Removal of the commercial vessel waiting facility from the Proposed Scheme (including associated changes to the extents of the Application Site) (See Proposed Scheme Refinement No 8 in Appendix Q-2)	As a result of pre-application consultation responses and on-going scheme development The risks to commercial vessels associated with the scenario of a failure of the bridge to lift are as low as reasonably practicable and do not warrant the provision of a

			dedicated emergency berth
9	MIND Centre and Grounds	Refinements to minimise the impact of the Scheme on the MIND Centre and Grounds and its users (See Proposed Scheme Refinement No 9 in Appendix Q-3)	As a result of pre-application consultation responses and stakeholder discussions To minimise the impact of the Scheme on the MIND Centre and Grounds and its users
10	Bridge approach on eastern side of river adjacent to the Perenco site	Provision of underpass on east side of river, below new east-west link, to maintain operational access along the quay.	As a result of pre-application consultation responses and stakeholder discussions
11	South Denes Road Signalised Junction	Provision of additional traffic island on South Denes Road/Southgates Road (at the new signal junction, on the southbound carriageway in between ahead and right-turn lanes)	As a result of on-going scheme development
12	Asco/Perenco site	To retain a left turn onto South Denes Road with wide turning radius. To make the stopped up highway available for operational use by ASCO/Perenco.	As a result of pre-application consultation responses and stakeholder discussions
13	Bridge crossing and control tower	Refinements to final bridge form including control tower location	As a result of on-going scheme development

Table 10-15: Further refinements to the Proposed Scheme since the pre-application consultations

10.4 Further Consultation on the Proposed Scheme Refinements

- 10.4.1 The Applicant has assessed the refinements detailed in Table 10-15 above to determine whether Further Consultation on each of these refinements might be required.
- 10.4.2 In making this decision the Applicant has taken account of the DCLG guidance detailed in Table 10-16 below.

Guidance Paragraph	What Guidance States
Paragraph 73	<i>Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arise which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors."</i>
Paragraph 75	<i>"If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation. Where a proposed application is amended in light of consultation responses then, unless those amendments materially change its impacts, the amendments themselves should not trigger a need for further consultation. Instead, the applicant should ensure that all affected statutory consultees and local communities are informed of the changes."</i>

Table 10-16: DCLG Guidance on further consultation on scheme refinements

- 10.4.3 Table 10-17 below details the refinements to the scheme and the consideration given by the Applicant to whether Further Consultation on these refinements was required. An explanation of the Further Consultations undertaken by the Applicant are contained in Chapter 11 of this report.

Refinement Number	Description of Refinement	Does refinement require a change to the land?	Does the refinement result in significant adverse effects?	Is there a significant level of public interest in the refinement?	Is the 'degree of refinement' significant?	Should Further Consultation be undertaken?
1	Extension to the extent of the Application Site on Suffolk Road northwards so that it includes the Suffolk Road/Boundary Road junction (See Proposed Scheme Refinement No 1 in Appendix Q-1)	No, but Application Site presented at consultation has been amended	No	No	No	Yes
2	Extension to the extent of the Application Site on Bollard Quay northwards to its northern boundary and southwards to its southern boundary (See Proposed Scheme Refinement No 2 in Appendix Q-1)	No, but Application Site presented at consultation has been amended	No	No	No	Yes

Refinement Number	Description of Refinement	Does refinement require a change to the land?	Does the refinement result in significant adverse effects?	Is there a significant level of public interest in the refinement?	Is the 'degree of refinement' significant?	Should Further Consultation be undertaken?
3	Reduction to the extent of the Application Site in the area of the Kingsgate Community Centre, which results in areas of land no longer being within the order limits (See Proposed Scheme Refinement No 3 in Appendix Q-1)	No, but Application Site presented at consultation has been amended	No	No	No	Yes
4	Reductions to the extent of the Application Site in the area of the ASCO, Perenco and Eastern Power Networks sites, which results in areas of land no longer being within the order limits (See Proposed Scheme Refinement No 4 in Appendix Q-1)	No, but Application Site presented at consultation has been amended	No	No	No	Yes

Refinement Number	Description of Refinement	Does refinement require a change to the land?	Does the refinement result in significant adverse effects?	Is there a significant level of public interest in the refinement?	Is the 'degree of refinement' significant?	Should Further Consultation be undertaken?
5	Reductions to the extent of the Application Site in the area between 156 and 175 Southtown Road which results in areas of land no longer being within the order limits (See Proposed Scheme Refinement No 5 in Appendix Q-1)	No, but Application Site presented at consultation has been amended	No	No	No	Yes
6	Reduction to the extent of the Application Site in the area of the Atlas Terminal site, which results in areas of land no longer being within the boundary (See Proposed Scheme Refinement No 6 in Appendix Q-1)	No, but Application Site presented at consultation has been amended	No	No	No	Yes
7	Reduction of the extent of the Application Site to remove the Dolphin Public House from the order limits (See Proposed Scheme Refinement No 7 in Appendix Q-1)	No, but Application Site presented at consultation has been amended	No	No	No	Yes

Refinement Number	Description of Refinement	Does refinement require a change to the land?	Does the refinement result in significant adverse effects?	Is there a significant level of public interest in the refinement?	Is the 'degree of refinement' significant?	Should Further Consultation be undertaken?
8	Removal of the commercial vessel waiting facility from the Proposed Scheme (including associated changes to the extents of the Application Site) (See Proposed Scheme Refinement No 8 in Appendix Q-2)	No, but Application Site presented at consultation has been amended	No	No	No	Yes
9	Refinements to minimise the impact of the Scheme on the MIND Centre and Grounds and its users (See Proposed Scheme Refinement No 9 in Appendix Q-3)	Yes	No	Yes	No	Yes
10	Provision of underpass on east side of river, below new east-west link, to maintain operational access along the quay.	No	No	No	No	No

Refinement Number	Description of Refinement	Does refinement require a change to the land?	Does the refinement result in significant adverse effects?	Is there a significant level of public interest in the refinement?	Is the 'degree of refinement' significant?	Should Further Consultation be undertaken?
11	Provision of additional traffic island on South Denes Road/Southgates Road (at the new signal junction, on the southbound carriageway in between ahead and right-turn lanes)	No	No	No	No	No
12	To retain a left turn onto South Denes Road with wide turning radius. To make the stopped up highway available for operational use by ASCO/Perenco.	No	No	No	No	No

Refinement Number	Description of Refinement	Does refinement require a change to the land?	Does the refinement result in significant adverse effects?	Is there a significant level of public interest in the refinement?	Is the 'degree of refinement' significant?	Should Further Consultation be undertaken?
13	Refinements to final bridge form including control tower location	No	No	No	No, the final bridge form and control tower is considered to with the envelope of raising mechanisms presented at pre-application consultation and assessed within the PEIR	No

Table 10-17: Assessment of scheme refinements to determined Further Consultation requirements

11 Further Consultation

11.1 Introduction

- 11.1.1** Sections 10.3 and 10.4 of this report identify the scheme refinements made since the main pre-application consultations and whether the Applicant considered that Further Consultation on them was appropriate.
- 11.1.2** This chapter details how the Applicant has consulted on these refinements. It also summarises the responses received to this Further Consultation and the regard given to these further responses in accordance with Section 49 of the Planning Act 2008.

11.2 Further Consultation Undertaken on the Scheme Refinements

- 11.2.1** Table 10-17 above details the regard the Applicant has given to whether Further Consultation should be undertaken on the Proposed Scheme refinements. The Applicant has decided to undertake three separate consultations on the scheme refinements. These are summarised in Table 11-1 below.

Refinement Number	Refinement Description	Consultation Start date	Consultation End date
1 to 7	Minor refinements to the extents of the Application Site	11 February 2019	17 March 2019
8	Removal of the commercial vessel waiting facility from the Proposed Scheme (including associated changes to the extents of the Application Site)	11 February 2019	17 March 2019
9	Refinements to minimise the impact of the Proposed Scheme on the MIND Centre and Grounds	20 February 2019	24 March 2019

Table 11-1: Further consultations undertaken by the Applicant

- 11.2.2** For the Further Consultation on the minor refinements to the extent of the Application Site the Applicant undertook localised consultations with those parties with an interest in land on, or nearby, to the land plots where each refinement occurred. Appendix R-1 contains a copy of the letter (which

included the relevant plan in Appendix Q-1) sent out to consultees regarding the Further Consultation on the minor refinements to the extent of the Application Site. The plans in Appendix R-7 show the area of land interests that were included in this consultation. In addition, the Applicant also consulted:

- Norfolk County Council;
- Great Yarmouth Borough Council.

11.2.3 For the Further Consultation on the removal of the commercial vessel waiting facility the Applicant undertook localised consultations with those parties with an interest in land on, or nearby, to the land plots associated with this refinement. Appendix R-2 contains a copy of the letter (which included the plan in Appendix Q2) sent out to consultees regarding the removal of the commercial vessel waiting facility. The plan in Appendix R-8 shows the area of land interests that were included in this consultation.

11.2.4 In addition, the Applicant also consulted:

- Norfolk County Council;
- Great Yarmouth Borough Council;
- Great Yarmouth Port Company;
- Great Yarmouth Port Authority;
- Great Yarmouth Port Users Association.

11.2.5 For the Further Consultation on the refinements at the MIND Centre and Grounds, the Applicant initially undertook meetings with MIND Centre representatives in order to understand the impacts of the Proposed Scheme and how these could be minimised. These meetings were held on:

- 05/11/2018 – Site visit for the Applicant to review extent the of land and allow investigation into potential design refinements to minimise the impacts to the site;
- 17/01/2019 – Site meeting exploring potential mitigation measures for relocating key elements of the site. For example, the labyrinth, mini-allotment plots and orchard;
- 24/01/2019 – Site meeting to allow the Applicant to present ideas to minimise the impacts to the site;
- 15/02/2019 – Site meeting to allow the Applicant to present the further developed ideas to minimise the impacts to the site;
- 19/02/2019 – Meeting with Great Yarmouth and Waveney Mind Board to present the further developed ideas to minimise the impacts to the site. The Great Yarmouth and Waveney Mind is an independent charity, that raises its own funds. It has a Board of Trustees responsible for how the charity runs.

11.2.6 Following these meetings Further Consultation on the refinements to minimise the impacts to the MIND Centre and Grounds commenced with

consultation letters issued to those parties with an interest in land on, or nearby, to the land plots associated with this refinement.

11.2.7 Appendix R-3 contains a copy of the letter (which included the explanatory note and plans in Appendix Q-3) sent out to consultees regarding the refinements to minimise impacts to the MIND Centre and Grounds. The plan in Appendix R-9 shows the area of land interests that were included in this consultation.

11.2.8 In addition, the Applicant also consulted:

- Norfolk County Council;
- Great Yarmouth Borough Council;
- Great Yarmouth and Waveney MIND.

11.2.9 The Applicant placed a copy of the explanatory note and plans in Appendix Q-3 in the main building of the MIND Centre and Grounds to allow users and visitors to view the proposals. There was the opportunity for users and visitors to leave questions or comments with these drawings. On 28 February 2019 the Applicant attended a meeting with users of the MIND Centre and Grounds in order to explain the Proposed Scheme refinements and answer any questions that the users had.

11.2.10 As a result of the Further Consultations the Applicant maintained copies of the original Consultation Documents (detailed in Table 6-3 of this report) on its project website and at the Document Deposit Locations until 31 March 2019.

11.2.11 At the time of the Further Consultations the Applicant's continued diligent inquiries had identified new and updated land interest, which had been omitted from the original consultation, and subsequently extended consultation, undertaken between 7 September 2018 and 9 December 2018. Where these land interests were included in the areas identified for Further Consultation, they were invited to also comment on the overall proposals for the Proposed Scheme. Copies of these combined letters are contained in Appendices R-4, R-5 and R-6.

11.2.12 Where the new land interests were not included in the areas identified for Further Consultation, the relevant parties were issued a copy of the Combined Original and Extended Consultation Section 42(1)(d) Letter contained in Appendix O-3 but with revised deadlines for responses. Appendix T details the dates when these letters were issued, and the deadlines provided for responses.

11.3 Summary of Responses to the Further Consultation

11.3.1 A total of 12 responses were received to the Further Consultations on the Proposed Scheme refinements. These responses were received from:

- Norfolk County Council;
- Great Yarmouth Borough Council;
- Great Yarmouth Port Company;

- Anglian Water;
- The Broods Authority;
- Great Yarmouth and Waveney MIND;
- Kingsgate Community Centre;
- Two land interests adjacent to Suffolk Road;
- One land interest adjacent to Southtown Road;
- One land interest adjacent to Queen Anne's Road;
- One further consultee.

11.3.2 Table 11-2 below provides a breakdown of the Further Consultation responses received according to the type of scheme refinement. In situations where a responder provided comments on more than one refinement then this has been counted more than once.

Refinement Number	Refinement Description	Number of Responses
1	Extension to the extents of the Application Site on Suffolk Road northwards so that it includes the Suffolk Road/Boundary Road junction	4
2	Extension to the extents of the Application Site on Bollard Quay northwards to its northern boundary and southwards to its southern boundary	2
3	Reduction to the extents of the Application Site in the area of the Kingsgate Community Centre, which results in areas of land no longer being within the order limits	3
4	Reductions to the extents of the Application Site in the area of the ASCO, Perenco and Eastern Power Networks sites, which results in areas of land no longer being within the order limits	0
5	Reductions to the extents of the Application Site in the area between 156 and 175 Southtown Road which results in areas of land no longer being within the order limits	0
6	Reduction to the extents of the Application Site in the area of the Atlas Terminal site, which results in areas of land no longer being within the order limits	0

7	Reduction of the extents of the Application Site to remove the Dolphin Public House from the order limits	2
8	Removal of the commercial vessel waiting facility from the Proposed Scheme (including associated changes to the extents of the Application Site)	3
9	Refinements to minimise the impact of the Proposed Scheme on the MIND Centre and Grounds	27
1 to 7	Comments relating to the refinements to the extents of the Application Site as a whole	2
NA	Comments received regarding the overall Proposed Scheme but made in response to the Further Consultation	2

Table 11-2: Summary of Further Consultation responses received for each scheme refinement

11.4 Summary of Matters Arising from Further Consultation

- 11.4.1** The matters raised by the consultation responders during the Further Consultation are detailed in Table 11-3 below together with the regard the Applicant has given to these matters in accordance with Section 49 of the Planning Act 2008.
- 11.4.2** The written comments made to the Further Consultations have been broken down into individual matters and assigned a specific code using a similar method to that undertaken for the main consultation comments.
- 11.4.3** An explanation of the coding system used is provided by the Figure 11-1 below.

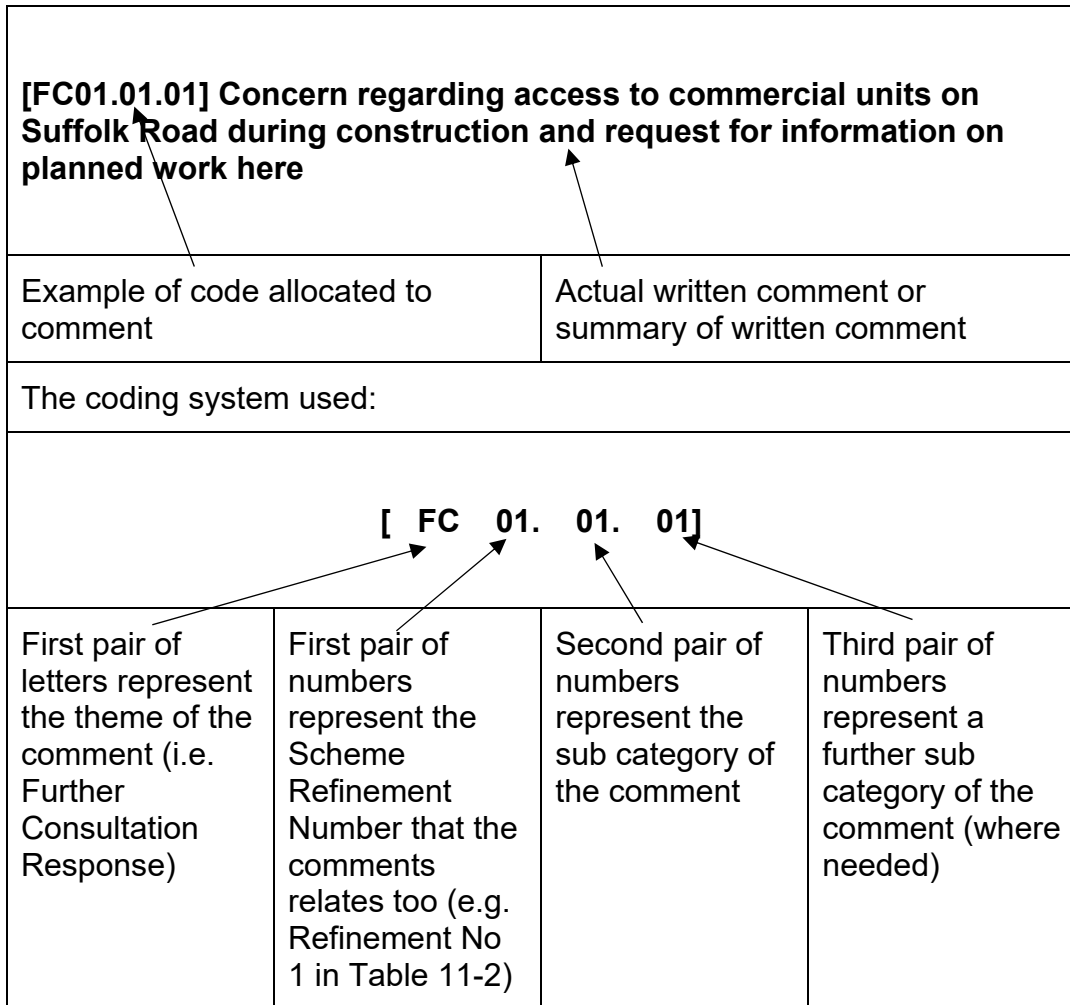


Figure 11-1: Explanation of coding system to analyse written comments

Comments received regarding the Further Consultation on Scheme Refinement No 1 - Extension to the extents of the Application Site on Suffolk Road northwards so that it includes the Suffolk Road/Boundary Road junction						
Comment	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
[FC01.01] Concern regarding access to commercial units on Suffolk Road during construction and request for information on planned work here				✓	The Applicant confirms its intention to maintain access onto Suffolk Road from either William Adams Way or Boundary Road during construction.	No
[FC01.02] Confirmation that the responder has no comments to make on the proposals	[FC01.02.01] Confirmation that the Broads Authority has no comments to make on the proposals		✓		The Applicant notes that the responder has no comments on the proposals.	No
[FC01.03] Comment on impacts to public utility apparatus	[FC01.03.01] Confirmation that the refinements do not raise any issues for Anglian Water's existing water infrastructure	✓			The Applicant notes that the refinements do not raise any issues for Anglian Water's existing water infrastructure.	No

<p>[FC01.04] Confirmation that the responder has no objections to the proposals</p>	✓				<p>The Applicant notes that the responder has no objections to the proposals.</p>	No
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Comments received regarding the Further Consultation on Scheme Refinement No 2 - Extension to the extents of the Application Site on Bollard Quay northwards to its northern boundary and southwards to its southern boundary							
Comment		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
[FC02.01] Concern that the proposal impacts land on the west side of Southtown Road					✓	The Application Site consulted upon places the order limits at this location within the existing highway. It does not extend into private land on the west side of Southtown Road.	No
[FC02.02] Comment on impacts to public utility apparatus	[FC02.02.01] Confirmation that the refinements do not raise any issues regarding Anglian Water's use of an existing access route and that it does not have any further works in this area		✓			The Applicant notes that the refinements do not raise any issues regarding Anglian Water's use of an existing access route and that it does not have any further works in this area.	No

Comments received regarding the Further Consultation on Scheme Refinement No 3 - Reduction to the extents of the Application Site in the area of the Kingsgate Community Centre which results in areas of land no longer being within the order limits							
Comment		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
[FC03.01] Comment that the scheme refinements still result in the loss of elements of the existing Kingsgate Community Centre site	[FC03.01.01] Concern that the proposed refinements take up a considerably larger area than expected and result in only 20% of the existing area being left				✓	The refinement detailed in this Further Consultation is a reduction in the area required for temporary construction rather than a change to the permanent area for the Scheme. The Land Plan Sheet 2 of 9 (document reference 2.5) outlines the areas where the Applicant is seeking permanent and temporary acquisition.	No
	[FC03.01.02] Concern that the temporary possessions of land could last for at least two years which would have a huge impact				✓	The phasing of construction may not necessarily mean that all land required temporarily for construction will be required for the full duration of the work on site. The Applicant intends to engage with the Kingsgate Community Centre to discuss the phasing of the	No

						works and to minimise impacts as far as practicable.	
[FC03.02] Comments on impacts to public utility apparatus	[FC03.02.01] Confirmation that the refinements do not raise any issues for Anglian Water's existing water infrastructure		✓			The Applicant notes that the refinements do not raise any issues for Anglian Water's existing water infrastructure	No

Comments received regarding the Further Consultation on Scheme Refinement No 4 - Reductions to the extents of the Application Site in the area of the ASCO, Perenco and Eastern Power Networks sites, which results in areas of land no longer being within the order limits

Comment	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
No comments received	NA	NA	NA		NA	NA

Comments received regarding the Further Consultation on Scheme Refinement No 5 - Reductions to the extents of the Application Site in the area between, 156 and 175 Southtown Road which results in areas of land no longer being within the order limits

Comment	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
No comment received	NA	NA	NA	NA	NA	NA

Comments received regarding the Further Consultation on Scheme Refinement No 6 - Reduction to the extents of the Application Site in the area of the Atlas Terminal site, which results in areas of land no longer being within the boundary

Comment	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
No comment received	NA	NA	NA	NA	NA	NA

Comments received regarding the Further Consultation on Scheme Refinement No 7 - Reduction to the extents of the Application Site to remove the Dolphin Public House from the order limits							
Comment		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
[FC07.01] Comment regarding the archaeological desk-based assessment	[FC07.01.01] Norfolk County Council notes that whilst this proposal removes the Dolphin Public House from within the proposed development area, it remains entirely enclosed by the proposed development. Therefore it should continue to be fully considered within the archaeological desk-based assessment produced for the proposed development			✓		The impacts and effects on the Grade II Listed Dolphin Public house and its setting have been fully assessed in the desk-based assessment See Section 7 and 8 of the Environmental Statement (document reference 6.1) and the HEDBA – Appendix 9B (document reference 6.2).	No

<p>[FC07.02] Comment on impacts to public utility apparatus</p>	<p>[FC07.02.01] Confirmation that the refinements do not raise any issues for Anglian Water's existing water infrastructure</p>		<p>✓</p>			<p>The Applicant notes that the refinements do not raise any issues for Anglian Water's existing water infrastructure.</p>	<p>No</p>
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Comments received regarding the Further Consultation on Scheme Refinement No 8 - Removal of commercial vessel waiting facility from the Scheme (including associated changes to the extents of the Application Site)							
Comment		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
[FC08.01] Comment on the further consultation activity	[FC08.01.01] Question whether Peel Ports had been consulted on this scheme refinement			✓		The Applicant confirms that Peel Ports, on behalf of the Great Yarmouth Port Company, was consulted on the proposed removal of the commercial vessel waiting facility.	No
[FC08.02] Confirmation that the responder has no objections to the proposals for the removal of the vessel waiting facility	[FC08.02.01] Confirmation that Great Yarmouth Borough Council has no objections			✓		The Applicant notes that Great Yarmouth Borough Council has no objections	No
	[FC08.02.02] Confirmation that Anglian Water has no objections			✓		The Applicant notes that Anglian Water Council has no objections	

Comments received regarding further consultation on scheme Refinement No 9 – Refinements to minimise the impact of the Proposed scheme on the MIND Centre and Grounds							
Comment		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
[FC09.01] Comment that the scheme refinement still result in the loss of elements of the existing site	[FC09.01.01] Comment on the loss of investment in 10 mini allotment plots which are let on an annual basis				✓	In further engagement since this response the Applicant has agreed to work with the MIND Centre and Grounds to identify additional sites for the provision of new mini allotments that it could lease. If a suitable site is found, the Applicant is agreeable to the principle of it providing suitable fencing, a tool storage shed, and other reasonable facilities on the new site.	No
	[FC09.01.02] Comment on the loss of the orchard area which is now becoming established				✓	The Applicant acknowledges that the orchard is impacted by the Scheme. The scheme refinements provide an alternative area of land for an orchard close to William Adams Way Roundabout (identified as Annotation 5 on Drawing No PKA018-MP-107 in Appendix Q-3). Following	No

						further engagement with the MIND Centre and Grounds since this response the Applicant is agreeable to the principle of it planting new trees in this area as a replacement for those trees lost as a result of the Scheme.	
[FC09.01.03]	Comment on the loss of the Ted Ellis Nature Reserve				✓	The Ted Ellis Nature Reserve (identified as Annotation 'e' on Drawing No PKA018-MP-106 in Appendix Q-3) is impacted by the Scheme. Following further engagement with the Mind Centre and Grounds since this response the Applicant is agreeable to providing resource to help relocate this area to an alternative location within the revised main site.	No
[FC09.01.04]	Comment on the loss of the area which currently contains the labyrinth				✓	An alternative site for the labyrinth has been identified as part of the scheme refinement. This is identified by Annotation 3 on Drawing	No

					No PKA018-MP-107 in Appendix Q-3	
[FC09.01.05] Comment on the loss of willow crop, willow artwork, living willow fences				✓	Mitigation measures have been discussed with the MIND Centre and Grounds and will form part of any compensation package.	No
[FC09.01.06] Comment on the loss of the disabled pathways				✓	Following further engagement with the MIND Centre and Grounds since this response the Applicant is agreeable in principle to it providing new pathways as replacements for those that are lost.	No
[FC09.01.07] Comment on the impact on access to the site and activity areas, loss of income from selling produce, which impacts on sustainability of Community Roots				✓	Mitigation measures have been discussed with the MIND Centre and Grounds and will form part of any compensation package.	No
[FC09.01.08]				✓	The current terraced slope was not shown as part of the	No

	Comment that the terraced boundary slope results in further loss of workable land on the site from which an income can be derived, it should not be considered as mitigation for the lost land					revised area of the main site (yellow hatched area on Drawing No PKA018-MP-106 in Appendix Q-3) during the further consultations. However, the Applicant has no objection should the MIND Centre and Grounds wish to incorporate this into the site.	
[FC09.02] Comment on the labyrinth	[FC09.02.01] Comment that the responder has no objection if the Applicant considered that the labyrinth would be better placed on Bollard Quay				✓	During further engagement with the MIND Centre and Grounds there were suggestions that the labyrinth could be moved into an area of Bollard Quay, to the south of the bridge. However, in view of the Further Consultation responses received it does not intend to alter the location that was further consulted upon	No
	[FC09.02.02] Suggestion that the labyrinth art work has copy right and therefore	✓				The labyrinth has been examined by the Applicant, and does not consider that it can be moved to the alternative location without its	No

	should only be replicated by the original artist. The original artist should be approached about recreating the labyrinth at the alternative location					concrete base cracking. The Applicant therefore proposes to provide a new concrete base onto which a new labyrinth can be painted. In the first instance the Applicant intends to enter discussions with the original artist with regarding recommissioning the art work	
[FC09.03] Comments on impacts to public utility apparatus	[FC09.03.01] Anglian Water confirms that the revised site boundary for the main area of the MIND Centre and Grounds does not impact any assets in its ownership		✓			The Applicant notes that the revised site boundary for the main area of the MIND Centre and Grounds does not impact any assets in Anglian Water's ownership	No
	[FC09.03.02] Anglian Water notes that the additional area identified for the potential relocated orchard/allotments appears to include		✓			The Applicant will engage with Anglian Water regarding access to the rising main.	No

	a combined rising main which access needs to be maintained both during construction and operation						
	[FC09.03.03] Anglian Water asks whether the additional area identified for the potential relocated orchard/allotments is in the vicinity of existing foul sewers in the area. It requests continued engagement with Anglian Water regarding the impacts of the refinements to the Scheme		✓			The Applicant will continue to engage with Anglian Water.	No
[FC09.04] Comment regarding site drainage	[FC09.04.01] Norfolk County Council welcomes that drainage has			✓		The proposal as it stands is to replace the existing watercourse with a filter drain which will drain the highway embankment and the MIND	No

	<p>been considered at the toe of the embankment at the MIND Centre and Grounds. However without having more detail on the drainage proposed is it difficult to determine if the proposed refinements would have adverse impacts with regards to flooding</p>					<p>Centre and Grounds. The filter drain will connect into the wider drainage network. The Contractor is responsible for defining the solution, however these areas have been included within the Scheme Drainage Strategy in Appendix 12C of the Environmental Statement (document reference 6.2) and they will need to ensure that flood risk will not be increased.</p>	
<p>[FC09.05] Comment on DCO/Planning Advice</p>	<p>[FC09.05.01] Norfolk County Council comments that the National Policy Statement for National Networks (2014), the National Planning Policy Framework (2019) and the Great Yarmouth Borough Council Core</p>			<p>✓</p>		<p>The Applicant has carefully taken into account all these policy documents and has concluded that its proposals for the Scheme as a whole and the MIND Centre and Grounds and allotments complies with the policies given the circumstances, the need for the Scheme and the proposed mitigation</p>	<p>No</p>

	<p>Strategy (2015) normally resists the loss of community facilities and green assets, including open space and allotments</p>						
	<p>[FC09.05.02] Norfolk County Council comments that where replacement or additional community facilities or green assets are being proposed, a quantitative and qualitative assessment needs to be included in the Environmental Statement to demonstrate the alternative provision is the equivalent or</p>			<p>✓</p>		<p>The Applicant has provided a quantitative and qualitative assessment of the impact of the Scheme on the MIND Centre and Grounds (in line with the requirements of the National Policy Statement for National Networks), in Appendix A of the Case for the Scheme (document reference 7.1).</p> <p>Proposed mitigation measures are included within the submitted Environmental Statement (document reference 6.1), including details on how mitigation will be secured in the DCO.</p>	

	<p>better in an accessible location, unless it is demonstrated that there is no longer a need for the provision in the area.</p> <p>The proposed mitigation measures and their impacts should be assessed in the submitted Environmental Statement, together with an explanation regarding how the mitigation measures are to be secured</p>						
[FC09.06] Request for confirmation of the proposals associated with	[FC09.06.01] Request for confirmation of the relocation of woodwork				✓	In discussions with the MIND Centre and Grounds about the mitigation measures it was agreed in principle that the woodwork sheds would be	No

the Proposed Scheme refinements	workshops and construction of these with electricity supplied					relocated/or new sheds provided with electricity connections from Southtown Road.	
	[FC09.06.02] Request for discussion between the Applicant and Great Yarmouth and Waveney Mind to securing of longer term tenancy and rental agreement for the site users				✓	The Applicant has commenced discussions with Great Yarmouth and Waveney Mind and Great Yarmouth Borough Council regarding a longer-term tenancy lease for the site users.	No
[FC09.07] Suggested changes to the Proposed Scheme refinements	[FC09.07.01] Comment that the Applicant should look at identifying and obtaining an additional location for the existing site allotments and an additional area to mitigate for the site loss				✓	In further engagement since this response the Applicant has agreed to work with MIND Centre and Grounds to identify alternatives sites for the provision of new mini allotments that it could lease. If a suitable site is found, the Applicant is agreeable to the principle of it providing suitable	No

						fencing and a tool storage shed, on this new site.	
[FC09.08] Comment on the further consultation activity	[FC09.08.01] Comment that the consultation drawings showed the unfinished labyrinth and was therefore an inaccurate presentation of it	✓				The Applicant used an aerial photographic image (see Drawing No PKA018-MP-106 in Appendix Q-3) for the consultation plans to help consultees understand the refinements and their impacts more easily. The concrete base, onto which the labyrinth was painted, is visible on the aerial photograph. However, at the time the photograph was taken the art work had not been painted onto it.	No
[FC09.09] Confirmation that the responder has no objections to the proposals for the refinements to the Scheme at the Mind Centre and Grounds	[FC09.09.01] Confirmation that Great Yarmouth Borough Council has no objections			✓		The Applicant notes that Great Yarmouth Borough Council has no objections	No
	[FC09.09.02] Confirmation that Norfolk County Council in its capacity as			✓		The Applicant notes that Norfolk County Council in its capacity as Highway Authority has no objections	

	Highway Authority has no objections						
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Comments relating to the further refinements to the extents of the Application Site as a whole (Refinements 1 to 7)							
Comment		S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
[FC10.01] Comments on the proposed overall refinements to the extents of the Application Site	[FC10.01.01] Confirmation that Great Yarmouth Borough Council has no objections to the proposed refinements to the extents of the Application Site			✓		The Applicant notes that Great Yarmouth Borough Council has no objections to this refinement to the Proposed Scheme	No
	[FC10.01.02] Norfolk County Council comments that, apart from the specific comments regarding the Dolphin Public House, the other Application Site refinements do not result in any significant changes to the potential historic environment			✓		The Applicant notes Norfolk County Council comments that the other Application Site refinements do not result in any significant changes to the potential historic environment impact	No

	impact of the proposed development						
	[FC10.01.03] Confirmation that Norfolk County Council in its capacity as Highway Authority has no objections			✓		The Applicant notes that Norfolk County Council in its capacity as Highway Authority has no objections	No
[FC10.02] Comments regarding flood risk and drainage	[FC10.02.01] Norfolk County Council in its capacity as Lead Local Flood Authority notes that without having the Flood Risk Assessment and Drainage Strategy available to review it is difficult to comment with regards to flooding. To be able to comment on these proposals it would require			✓		A Flood Risk Assessment and Drainage Strategy are included as appendices to Chapter 12 within the Environmental Statement (Document Reference 6.1). The Flood Risk Assessment in Appendix 12 of the Environmental Statement (document reference 6.2) provides information on flood risk from all sources on the Scheme and the impact of the Scheme on flooding elsewhere. The main sources of flood risk to the Scheme are tidal and surface water.	No

	further information e.g. flood risk assessment & drainage strategy showing land required to mitigate any impacts from local sources of flooding and proposed development runoff					Mitigation for both of these is discussed in the Flood Risk Assessment with greater detail on the management of surface water runoff from the site provided within the Scheme Drainage Strategy in Appendix 12C of the Environmental Statement (document reference 6.2).	
[FC10.03] Comment on DCO/Planning Advice	[FC10.03.01] Norfolk County Council advises that the Applicant will need to satisfy itself that the proposed refinements to the extents of the Application Site are sufficient to enable it to deliver the proposed development should the Development Consent Order be			✓		The Environmental Statement (document reference 6.1) clearly defines the appropriate study area for each topic assessment. The study areas are based on the Order Limits for the Scheme unless independently justified. Following the topic assessments conclusions are made with regards to the significance of environmental effects.	No

	<p>granted. The Environmental Impacts of the refinements will need to be re-assessed, supporting assessments updated accordingly and where necessary included in the Environment Statement that will accompany the application submission</p>						
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Comments received regarding the overall Proposed Scheme but made in response to the further consultations						
Comment	S47 S48	S42 (1)(a)	S42 (1)(b)	S42 (1)(d)	Response by the Applicant	Further Change
[FC11.01.01] Comment that the responder is unable to sell properties in the vicinity of the proposals				✓	NCC has Discretionary Purchase guidelines for homeowners who consider their properties blighted by the Scheme and any application received would be considered.	No
[FC11.01.02] The responder has provided comments to a number of previous consultations and have been in active dialogue with the County Council in respect of “Protective Provisions” in relation to the current and future operational and commercial activities at Great Yarmouth Port. Support for a Development Consent Order (DCO) will be dependent upon the outcome of these ongoing discussions and negotiations				✓	The Applicant is in negotiations with the consultee and a Statement of Common Ground will be submitted prior to examination stage.	No

Table 11-3: Matters raised to the Further Consultation

12 Conclusion

12.1 Pre-application Consultation Conclusions

- 12.1.1** The Applicant is applying for a DCO to construct, operate and maintain the Great Yarmouth Third River Crossing (“the Scheme”).
- 12.1.2** This report outlines the non statutory and statutory consultations undertaken by the Applicant on the Scheme proposals since 2009.
- 12.1.3** The Planning Act 2008 requires pre-application consultation on a scheme proposal before the submission of the application for a DCO, and these consultations have been undertaken in accordance with Section 42, Section 47 and Section 48 of the Planning Act 2008.
- 12.1.4** Consultations under Section 47 were undertaken in accordance with the Statement of Community Consultation. The Section 48 Notices were published on 17 August 2018 and 24 August 2018. The deadline for both these consultations was 23:59hrs on 5 October 2018. The Section 42 consultation commenced on 7 September 2018 and the deadline for responses was 23:59hrs on 21 October 2018.
- 12.1.5** The deadline for responses for all consultations was subsequently extended to 23:59hrs on 9 December 2018 to allow consultees time to consider the 21 figures missing from the originally published PEIR.
- 12.1.6** Section 4.5 of this report outlines a summary of these pre-application consultations and how they have complied with the legislative requirements, guidance and advice notes.
- 12.1.7** The Applicant received a total of 368 responses to these consultations, which comprised of the following:
- 233 responses from Section 47 and Section 48 consultees;
 - 6 responses from Section 42(1)(b) (local authorities) consultees;
 - 25 responses from Section 42(1)(a) (prescribed) consultees;
 - 1 response from a Section 42(1)(aa) consultee;
 - 103 responses from Section 42(1)(d) (those with an interest in land) consultees.
- 12.1.8** The key matters raised during the consultation were as follows:
- The majority of responses that commented on the need for the Proposed Scheme (either via written comment or to the specific question on the Consultation Questionnaire) considered that the Proposed Scheme was needed or supported it;
 - There was a small number of comments suggesting alternatives to the Proposed Scheme, those that did comment suggested a tunnel, a fixed height bridge or improvements to the existing highway links;

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- The majority of responses that commented on the proposed bridge form (either via written comment or to the specific question on the Consultation Questionnaire) generally supported the proposals;
 - The most frequent concerns regarding bridge form were that the air draft is too low and will impact river vessels, the predicted frequency and time to raise the bridge is under estimated; the time taken for the bridge to raise in the event of a failure and that the bridge will not raise on demand for leisure vessels;
 - There was general overall support for the highway design, public realm and non motorised user proposals;
 - The most frequently suggested change to the highway design proposals were associated with either the William Adams Way Roundabout or the South Denes Road Signalised Junction;
 - The most frequently suggested changes to the public realm proposals were associated with providing good quality landscaping or public art, sculptures and street furniture;
 - The most frequently suggested change to the non motorised user proposals were associated with the facilities on the bridge or linking to wider walking and cycling routes;
 - There was general overall agreement that the Proposed Scheme would reduce traffic congestion in Great Yarmouth although a comment was made regarding traffic in the area around the bridge when it is raised and in particular whether traffic would queue back through Harfrey's Roundabout and the South Denes Road Signalised Junction;
 - The most frequent concerns regarding the impacts to marine operations were the impacts of the commercial vessel waiting facility, the narrowing of the river channel on vessel manoeuvrability, having a further bridge to negotiate and the fact that the bridge will not raise on demand for leisure vessels;
 - In addition to the environmental and land impacts on nearby properties, both during construction and once in operation, a key concern was the impact to the MIND Centre and Grounds.
- 12.1.9** The Applicant's regard to all the comments as required by Section 49 of the Planning Act 2008 are contained in Sections 9.4 to 9.17 and Chapter 11 (in relation to the further focused consultation) of this report. This report also sets out, as required by Section 37 of the Planning Act 2008, how the Applicant has taken account of the consultation responses.
- 12.1.10** The on-going development, which has included the regard given to the consultation responses received, has resulted in refinements to the Proposed Scheme. These refinements are detailed in Table 10-15 of this report, and having considered their impact the Applicant undertook Further Consultation on the following:
- Minor refinements to the extent of the Application Site;

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- Removal of the commercial vessel waiting facility from the Proposed Scheme (including associated changes to the extents of the Application Site);
 - Refinements to minimise the impact of the Proposed Scheme on the MIND Centre and Grounds.
- 12.1.11** This Further Consultation was undertaken between 11 February 2019 and 24 March 2019. The responses to the Further Consultation and the regard given to them by the Applicant are detailed in Chapter 11 of this report. Having given regard to the comments made to the proposed refinements consulted upon, these refinements have subsequently been incorporated into the Scheme.
- 12.1.12** No significant additional refinements other than those documented by this report, that the Applicant considers would merit additional consultation, have been made to the Proposed Scheme.
- 12.1.13** The Applicant will continue to engage with prescribed consultees, the Marine Management Organisation, local authorities, affected land owners and the local community as the Great Yarmouth Third River Crossing scheme continues to progress.