

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



Lake Lothing
**THIRD
CROSSING**

Case for the Scheme Appendices

Planning Act 2008

Infrastructure Planning

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009**

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Appendix A – Compliance with the National Policy Statements for National Networks and Ports

The table below sets out relevant sections of the National Policy Statement for National Networks (“NNNPS”) and the National Policy Statement for Ports (“PNPS”) and sets out how the Scheme is compliant in each regard. It should be noted that reference is made to the relevant section/paragraph of the National Policy Statement for Ports where the policy intent aligns with the intentions of the National Policy Statement for National Networks, although exact wording may differ in some cases.

NNNPS or PNPS Paragraph Reference	Theme	Requirement of the NNNPS and PNPS	Compliance with the National Policy Statement
5.6 NNNPS	Air Quality	The NNNPS and PNPS acknowledge that where the impacts of a project are likely to have significant air quality effects, the applicant should undertake an assessment of the impacts of the proposed project as part of an environmental statement.	An assessment of air quality effects is considered within the Environmental Statement (“ES”) and set out in Chapter 8, in accordance with the NNNPS and PNPS.
5.7 – 5.9 NNNPS 5.7.5 PNPS		<p>Sets out the requirements for applicants to assess air quality effects in relation to the EIA process. The environmental statement should describe:</p> <ul style="list-style-type: none"> existing air quality levels; forecasts of air quality at the time of opening, assuming that the scheme is not built (the future baseline) and taking account of the impact of the scheme; and any significant air quality effects, their mitigation and any residual effects, distinguishing between the construction 	<p>Section 8.4 of the ES indicates that baseline air quality levels have been established through consideration of existing data, and also a 12-month programme of monitoring running to December 2017. This has identified:</p> <ul style="list-style-type: none"> No Air Quality Management Areas (“AQMA”) are declared within Waveney District. No PM₁₀ or PM_{2.5} data is available as this is not monitored by Waveney District Council (“WDC”) but paragraph 8.4.12 of the ES confirms that the Defra 1km x 1km gridded background pollutant concentrations for Lowestoft demonstrate that the background PM₁₀ and PM_{2.5} concentrations given in Table 8.5 of the ES are not near to exceedance of the respective objective values. The contribution to PM₁₀ and PM_{2.5}

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		<p>and operation stages and taking account of the impact of road traffic generated by the project.</p> <p>Paragraph 5.7.5 of the PNPS includes similar requirements to undertake a staged approach to the assessment of air quality effects.</p>	<p>road sources is not dominant in the background mapping for Lowestoft, which are dominated by sea salt, calcium and iron rich dusts. It was agreed with WDC to monitor NO₂ only and that scheme specific monitoring of PM₁₀ and PM_{2.5} was not considered to be necessary.</p> <ul style="list-style-type: none"> • No historic exceedance of annual mean NO₂ limit value on nearby roads. • 12-month NO₂ Monitoring (December 2016 December 2017) did not identify any exceedances of NO₂ at any of the monitoring sites. • The air quality assessment considers air quality at the time of opening without the Scheme in place (2022 Do Minimum). • Predicted impacts are set out in Section 8.5 and mitigation and residual effects are set out in Section 8.6 of the ES. The construction and operational phases are both considered within the air quality assessment.
5.8 NNNPS		The applicant's assessment should be consistent with Defra's published future national projections of air quality based on evidence of future emissions, traffic and vehicle fleet.	Section 8.3 of the ES indicates that the emissions inventory databases for each pollutant (NO _x , PM ₁₀ , PM _{2.5}) were developed for all three forecast scenarios using Defra's latest emission factor toolkit (EFT v8.01). This accounts for vehicle flow characteristics such as volumes, speed, breakdown and link length. The ES uses the appropriate Defra baseline data and is therefore compliant with the National Policy Statement ("NPS") requirement.
5.9 – 5.15 NNNPS		<p>Paragraph 5.9 of the NNNPS requires that the applicant provides judgement on the risk as to whether the project would affect the UK's ability to comply with the Air Quality Directive.</p> <p>Paragraph 5.13 sets out that the scheme should not result in a zone/agglomeration currently compliant with the Directive becoming non-compliant or the ability of a non-compliant area seeking compliance.</p>	<p>Chapter 8 of the ES sets out an assessment of air quality. At paragraph 8.7.15, the assessment concludes that the Scheme would not affect the UK's ability to comply with the Air Quality Directive. Furthermore, in paragraph 8.5.52, the Scheme will not result in a zone/agglomeration becoming non-compliant with the Air Quality Directive or affect the ability of the region to achieve compliance.</p> <p>In terms of other points raised:</p> <ul style="list-style-type: none"> • No AQMA's are declared within Waveney District. (Section 8.4 of the ES). • No existing roads affected by the Scheme have been identified as being above Limit Values. Table 8.5 of the ES shows that predicted current

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		<p>Paragraph 5.11 indicates that air quality considerations are likely to be particularly relevant where schemes are proposed:</p> <ul style="list-style-type: none"> • within or adjacent to Air Quality Management Areas (AQMA); • roads identified as being above Limit Values or nature conservation sites (including Natura 2000 sites and SSSIs, including those outside England); and • where changes are sufficient to bring about the need for a new AQMA; or change the size of an existing AQMA; or bring about changes to exceedances of the Limit Values, or where they may have the potential to impact on nature conservation sites. <p>Paragraph 5.15 of the NNNPS indicates that the proposed mitigation measures should ensure that the net impact of a project does not delay the point at which a zone will meet compliance timescales. The implementation of mitigation measures may require working with partners to support their delivery.</p>	<p>and future concentrations are well below the respective health based annual mean objective values for NO₂, PM₁₀, PM_{2.5}. Similarly, the annual mean NO_x objective value set for the protection of vegetation and ecosystems is not predicted to be exceeded.</p> <ul style="list-style-type: none"> • The air quality assessment has demonstrated that the operational phase of the Scheme would not result in any new exceedances of the air quality objectives for NO₂, PM₁₀ and PM_{2.5} at all sensitive receptor locations included in the detailed modelling study. Furthermore, no significant adverse impact is predicted for statutory designated ecological sites during the operational phase of the Scheme. • No operational air quality mitigation is proposed within the ES. The Scheme will not result in a zone becoming non-compliant or affect the ability of the region to achieve compliance with the Air Quality Directive.
5.14 NNNPS 5.7.8-5.7.10 PNPS		A construction management plan may help to codify mitigation.	Section 8.6 of the ES sets out that during the construction phase, mitigation measures will focus on controlling fugitive releases of construction phase dust. An Interim Code of Construction Practice ("CoCP"), which acts as an environmental management system framework, under which the construction of

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			the Scheme must be undertaken to reduce possible impacts upon the environment, has been prepared and is set out in Appendix 5A of the ES.
5.7.11 PNPS		Ports are a source of local air pollution, change in modal share of transport to a port has the potential to cause air quality effects including exceedance of limits. Port development may seek influence modal share to reduce the potential for these impacts.	<p>The change in modal share of transport to the Port of Lowestoft has not been considered specifically, however, the modal mix of traffic accessing the Port is not expected to change as a consequence of developing the Scheme. The existing road access arrangements will be improved through delivery of the Scheme which will reduce congestion, and the potential for delays to be experienced by vehicles moving goods and services to and from the Port. This will have a positive impact on air quality by reducing the impact vehicular traffic associated within the Port has on local air quality.</p> <p>Furthermore, the Scheme includes pedestrian and cycling facilities which provide greater accessibility to the north and south areas of Lake Lothing, making these modes more attractive for potential users. In addition, improved journey time reliability will also make public transport a more attractive option. The ability to change to more sustainable modes is therefore enhanced by the Scheme.</p>
4.11.4 PNPS	Pollution Control and other environmental protection regimes	Describes the pollution control and other environmental regulatory regimes that apply to Port development. Paragraph 4.11.4 indicates that the applicant should consider whether a project would affect, or be likely to affect any relevant marine areas as defined in the Planning Act 2008 (as amended by s.23 of the Marine and Coastal Access Act 2009). The development consent may include a deemed marine licence, and the MMO will advise on what conditions should apply to the deemed marine licence.	<p>Aspects of the Scheme that are subject to separate regulation are set out in the Consents and Agreements Position Statement (document reference 7.7) that acknowledges the need for such consents.</p> <p>Furthermore, the Development Consent Order ("DCO") also includes provision for a 'deemed marine licence' ("DML") and the terms of this DML have been determined through consultation and engagement with the Marine Management Organisation ("MMO") and are set out in the draft DCO.</p>
4.11.7 PNPS		The effects of existing sources of pollution in and around the site are not such that the cumulative	Chapter 17 of the ES (Road Drainage and the Water Environment) concludes that the residual effect of the Scheme on surface water quality due to pollution (either

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		effects of pollution when the proposed development is added would make that development unacceptable, particularly in relation to statutory environmental quality limits.	road run-off or accidental spillage) has a negligible magnitude and is of neutral significance. The chapter therefore does not consider this in cumulative terms as there is no effect from the Scheme to consider.
5.17 NNNPS 4.12.9 PNPS	Carbon Emissions (NNNPS) and Climate Change Mitigation (PNPS)	Where development is subject to EIA, any ES will need to describe an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. Applicants of road projects should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets.	Chapter 8 of the ES includes a regional emissions assessment, which focuses on total annual mass emissions of NO _x , PM ₁₀ , PM _{2.5} , and carbon dioxide (CO ₂) for the opening and design years (2022 and 2037 respectively). The assessment has demonstrated that emissions of oxides of nitrogen, particulates (PM ₁₀) and carbon dioxide would all be greater during the operational phase of the scheme in the opening year (2022) and the design year (2037). However, increases in regional emissions with the Scheme are not considered to constitute a significant environmental effect in the context of the overall regional and national emissions.
5.19 NNNPS		Appropriate mitigation measures should be set out in both the design and construction to ensure that in relation to design and construction, the carbon footprint is not unnecessarily high.	Chapter 14 of the ES (Materials) provides an assessment of the potential embodied carbon impacts associated with the material resource demands of the Scheme. This concludes at paragraph 14.7.1 that <i>"Material resources will largely consist of imported fill, aggregates, bitumen, reinforced concrete and steel. As such, there will be opportunities to specify some materials from a recycled source. A worst case scenario with regard to depletion of natural resources is only using aggregates from primary sources, which resulted in a neutral significance impact. Regarding other material resources, the total embodied carbon for the Scheme was classified as minor. Therefore, it has been concluded that a negligible environmental effect will arise due to the need to use a proportion of raw materials for construction of the Scheme. This does not constitute a significant effect"</i> . Further to this, Chapter 8 of the ES identifies that carbon emissions from the Scheme are likely to be insignificant within the context of overall regional and national vehicle exhaust emission therefore mitigation measures are not proposed. It should also be noted that the Scheme promotes other modes through the provision of footways and cycle tracks for pedestrians and cyclists which are linked

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			to existing networks. Furthermore, crossing points are incorporated into the Scheme that allow both pedestrians and cyclists to cross Denmark Road, Peto Way, Waveney Drive and Rotterdam Road. These measures will contribute to minimising the carbon footprint.
4.12.9 PNPS		Inter-tidal habitat creation could be one way of offsetting emissions, as well as complying with habitats Regulations where appropriate.	<p>Table 11.3 of the ES indicates that Lake Lothing is a saltwater lake, which at the western extent is connected to Oulton Broad and the River Waveney. The lake is tidal and exposes mudflats at some locations at low water. There is no emergent vegetation and the lake is subject to considerable disturbance through its use as a port. Mudflats and saline lagoons are both priority habitats, however Lake Lothing is a poor example of these habitats and hence is of low ecological value.</p> <p>The Scheme does not provide an opportunity for inter-tidal habitat creation, and therefore this is not considered as a potential measure for offsetting emissions. Furthermore, and as set out previously, carbon emissions are likely to be insignificant within the context of total regional vehicle exhaust emission therefore mitigation measures are not proposed.</p>
4.13.1 - 4.13.5 PNPS	Climate Change Adaption (PNPS)	Port infrastructure development should respond to and seek to mitigate climate change impacts. The Government's UK Climate Projections and National Adaption Programme should be considered. Port operators' adaption measures will also be taken into account in decision making.	<p>The Scheme does not relate to new port infrastructure. However, paragraph 6.1.1 of the Flood Risk Assessment ("FRA") at Appendix 18A of the ES, sets out that based on the information available, the site is considered to be at high risk from tidal flooding.</p> <p>Section 18 (Flood Risk) of the ES, and the FRA consider climate change impacts. Paragraph 18.3.10 of the ES sets out that climate change allowances have been applied based on the NNNPS. As the development is safety-critical, the UK Climate Projections (UKCP09) high emissions scenario for the 2080s at the 50% probability level are used to inform the design and mitigation of the development, as agreed with the Environment Agency ("EA").</p> <p>Section 18.3 of the ES sets out that the Scheme design has been assessed against the H++ estimates (high risk, low probability) for sea level rise to assess a credible maximum scenario. The EA have agreed that they do not expect the</p>

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			<p>design or mitigation to be provided to this level but the development should be assessed against this scenario to understand the full picture of risk.</p> <p>Section 9 of the FRA indicates that based on the results of the hydraulic modelling undertaken, mitigation is not required for the Scheme as the impact on tidal flooding is negligible up to and including the 0.5% Annual Exceedance Probability (AEP) climate change event.</p> <p>The Interim CoCP (Appendix 5A of the ES) includes a requirement for the Contractor to produce a flood management plan, to address flood risk during construction, to form part of the full CoCP.</p>
4.13.6		<p>The Environmental Statement should consider the impacts of climate change when planning the location, design, build and operation of new port infrastructure.</p> <p>The latest set of UK Climate Projections should be used to ensure appropriate adaptation measures have been identified.</p>	<p>The Scheme does not relate to new port infrastructure. However, it should be noted that Chapter 3 of the ES describes the alternatives that were considered in terms of location and design of the Scheme. Table 3.10 of the ES indicates that one of the design constraints considered is minimum clearance requirements for Lake Lothing which has been set as 12m above the Highest Astronomical Tide.</p> <p>Flooding is also considered in relation to the type of Bascule Bridge design where it is noted that the single leaf lifting bridge has less impact on flood risk elsewhere due to a lower volume of material in Lake Lothing. Flood levels are informed by the FRA which is located at Appendix 18A of the ES, which in turn has included consideration of climate change impacts.</p> <p>Within the FRA, the UK Climate Projections 2009 have been used, which comprise the latest set of data.</p>
5.22 NNNPS	Biodiversity and Ecological Conservation (NNNPS)/ Biodiversity and geological	Where the project is subject to EIA the applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance on protected species and on habitats	<p>Effects on ecology and conservation are considered within Chapter 11 of the ES. The ES sets out the likely significant effects on designated sites within Section 11.5.</p> <p>This and the Habitats Regulation Assessment ("HRA") Report (document reference 6.5) determine that there are no likely significant adverse effects on any Natura 2000 site or its qualifying features. Furthermore, as there is no land take</p>

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	conservation (PNPS)	and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems.	<p>required from Sites of Special Scientific Interest (“SSSI”), Local Nature Reserves (“LNR”) or County Wildlife Sites (“CWS”), effects on other designated sites will therefore be neutral during both the construction and operational phase.</p> <p>However, paragraphs 11.5.8 to 11.5.11 of the ES set out that due to an increase in traffic on the A12 Tom Crisp Way, air quality modelling has identified that nitrogen deposition above the critical load at the Kirkley Ham CWS is considered to be a moderate impact due to the permanent impact upon a site of county value. Applying professional judgement and the precautionary principle, this is a significant effect upon this CWS. Mitigation has been discounted due to being unfeasible and un-proportional in nature.</p> <p>Section 12.4 of the Geology, Soils and Contamination chapter of the ES indicates that no geological designated sites exist within 500m of the Scheme. Corton Cliffs SSSI is designated due to its geological interest but as it is located approximately 3.5km from the Order Limits it has not been included within the scope of the assessment.</p>
5.23 NNNPS 5.1.4 - 5.1.5 PNPS		The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests. Almost identical requirements are identified within 5.1.4 – 5.1.5 of the PNPS.	<p>Mitigation measures relating to biodiversity are set out in Section 11.5 of the ES. Measures relating to reptiles, invertebrates, breeding birds, peregrines, wintering birds, hedgehogs, eels, fish, marine mammals, aquatic invertebrates and invasive species are described in Table 11.6 and have been included in the Interim CoCP. An Ecological Clerk of Works would be responsible for overseeing on-site ecological mitigation and ensuring that measures in the full CoCP are implemented.</p> <p>No consideration of conservation and enhancement of geological conservation interests has been undertaken, as no protected sites are located within 500m of the Order Limits.</p>
5.1.6 - 5.1.7 PNPS		Identifies the additional need for the value and role of biodiversity to be protected should be	Section 6.4 of the HRA Report includes a matrix which includes consideration of climate change impacts on European Sites to be assessed within the HRA. No

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		understood in the context of the challenge of climate change.	potential effects were identified and therefore this issue has not been subject to further scrutiny.
5.25 NNNPS 5.1.8 – 5.1.9 PNPS		<p>NNNPS 5.25 indicates that development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation proposals to counteract any impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought. Almost identical requirements are identified within 5.1.8 – 5.1.9 of the PNPS.</p> <p>Paragraph 5.25 of the NNNPS also states that the applicant may wish to make use of biodiversity offsetting to counteract any impacts on biodiversity that cannot be avoided or mitigated.</p>	<p>No significant harm to features of biodiversity conservation interest arise save for those identified in paragraphs 11.5.8 to 11.5.11 of the ES which set out that due to an increase in traffic on the A12 Tom Crisp Way, air quality modelling has identified that nitrogen deposition above the critical load at the Kirkley Ham CWS is considered to be a moderate impact due to the permanent impact upon a site of county value. Applying professional judgement and the precautionary principle, this is a significant effect upon this CWS. Mitigation has been discounted due to being unfeasible and un-proportional in nature.</p> <p>No consideration of conservation and enhancement of geological conservation interests has been undertaken, as no protected sites are located within 500m.</p> <p>Biodiversity offsetting has not been considered, as there are no direct impacts and it would be disproportionate in the case of Kirkley Ham CWS.</p>
5.27 NNNPS 5.1.10 PNPS		Refers to international sites and re-iterates that the NPPF states that potential SPA's, possible SAC's, listed or proposed Ramsar sites (or where those listed are compensatory measures for adverse effects) they should be afforded the same protection as European sites.	<p>The potential impacts on sites which are being considered for protection at the International (European) level are considered within the HRA. These include the South North Sea cSAC which is a candidate SAC considered for the protection of harbour porpoise within UK coastal waters.</p> <p>Section 11.5 of the ES sets out that the HRA Report determined there are no likely significant adverse effects on any Natura 2000 site or its qualifying features as a result of the Scheme.</p>

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5.30 NNNPS 5.1.13 PNPS		Identifies the requirements which relate to Marine Conservation Zones, which protect marine flora or fauna, marine habitat or types of marine habitat or features of geological or geomorphological interest.	The closest designated Marine Conservation Zone ("MCZ") is located 40km north and the closest recommended MCZ is located 40km south of Lowestoft. MCZ's are therefore not applicable to the assessment.
5.29 NNNPS 5.1.11 PNPS		Identify the approach which should be taken in order to minimise adverse effects on SSSI, and states that where an adverse effect is likely to occur, the benefits of the development should clearly outweigh both the impacts on the SSSI and any broader impacts on the network of SSSI's.	Section 11.5 of the ES sets out that in relation to SSSIs there will be a neutral impact during the construction and operational phase as no land take is required from them.
5.31 NNNPS 5.1.14 PNPS		Refer to regional and local sites (Local Geological Sites, Local Nature Reserves and Local Wildlife Sites and Nature Improvement Areas) and states that they need to be given due consideration but these designations should not be used to refuse development consent.	<p>Section 11.4 of the ES sets out that the Leathes Ham LNR is the only nationally designated site within the study area of the Scheme. There are also three CWSs:</p> <ul style="list-style-type: none"> • Brooke Yachts and Jeld Wen Mosaic CWS; • Kirkley Ham CWS; and • Outer Harbour CWS. <p>The ES considers the likely significant effects upon SSSIs, LNRs and CWSs at Section 11.5. The assessment has identified that as no land take from these sites is required for the Scheme, and as no species of concern that use these sites will be adversely affected, there will be a neutral impact during both the construction and operational phase. However, paragraphs 11.5.8 to 11.5.11 of the ES set out that due to an increase in traffic on the A12 Tom Crisp Way, air quality modelling has identified that nitrogen deposition above the critical load at the Kirkley Ham CWS is considered to be a moderate impact due to the permanent impact upon a site of county value. Applying professional judgement and the precautionary principle, this is a significant effect upon this CWS. Mitigation has been discounted due to being unfeasible and un-proportional in nature.</p>

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5.32 NNNPS 5.1.15 PNPS		Development should avoid loss or deterioration of irreplaceable habitats including ancient woodland or the loss of aged or veteran trees found outside ancient woodland. Where such loss occurs, development will only be allowed where the benefits clearly outweigh the loss.	There are no veteran trees or ancient woodland within the Order Limits.
5.33 NNNPS		The applicant should maximise opportunities to build in beneficial biodiversity or geological features as part of good design. Requirements or planning obligations may be used to ensure these features are delivered.	Table 11.6 of the ES sets out mitigation for the Scheme in relation to protected species which have also been included in the Interim CoCP. An Ecological Clerk of Works would be responsible for overseeing on-site ecological mitigation and ensuring that measures in the full CoCP are implemented. The table indicates that areas of habitat creation and enhancement for reptiles will be provided within land alongside the new embankment (secured through the Landscaping Plans). This is predicted to have a permanent positive impact at the local scale.
5.34 NNNPS 5.1.17 – 5.1.18 PNPS		Many individual wildlife species receive protection under other legislative provisions. These species have habitats that have been identified as being of principal importance and the policies identifies the need for development to avoid harm, and that development should not proceed unless the benefits of development outweigh the harm.	Table 11.4 of the ES identifies the presence of the five-banded weevil wasp and Small Heath <i>Coenonympha pamphilus</i> (both UK Biodiversity Action Plan (“BAP”) Priority Species). In the case of the five-banded weevil wasp, the ES identifies a slight adverse effect, but not significant residual effect. No impacts have been identified in the case of the Small Heath.
5.35 – 5.37 NNNPS 5.1.19 PNPS		Paragraph 5.35 of the NNNPS states that applicants should take measures to ensure that species and habitats are protected from the adverse effects of development unless the benefits of the development (including need) clearly outweigh the harm.	Mitigation and enhancement measures to be undertaken in construction and operation of the Scheme are set out in Table 11.6 of the ES. Tables 11.5 and 11.6 of the ES indicate measures that will be undertaken during the construction and operational phase to ensure that these aims are met, including the appointment of an Ecological Clerk of Works, a commitment to

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		<p>Paragraph 5.37 of the NNNPS indicates Applicants should include appropriate mitigation measures as an integral part of their proposed development, including identifying where and how that:</p> <ul style="list-style-type: none"> • during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works; • during construction and operation, best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised (including as a consequence of transport access arrangements); • habitats will, where practicable, be restored after construction works have finished; • developments will be designed and landscaped to provide green corridors and minimise habitat fragmentation where reasonable; • opportunities will be taken to enhance existing habitats and, where practicable, to create new habitats of value within the site landscaping proposals, for example through techniques such as the 'greening' of existing network crossing points, the use of green bridges and the habitat improvement of the network verge. 	<p>restoring habitat (secured through the Interim CoCP), and the creation of new habitat (secured through the Landscaping Plans, document reference 2.8).</p>

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		Paragraph 5.1.19 of the PNPS contains nearly identical requirements.	
5.42 NNNPS 5.5.4 PNPS	Waste management	The applicant should set out the arrangements that are proposed for managing any waste produced. The arrangements described should include information on the proposed waste recovery and disposal system for all waste generated by the development. The applicant should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that the alternative is the best overall environmental outcome.	Section 14.7 of the ES indicates that volumes of waste arising from the Scheme are predicted to be small with the majority of waste likely to be reused and recycled in line with the Suffolk and Norfolk Waste Strategies as well as Contractors being encouraged to maximise diversions to landfill by re-using, recycling and recovering waste as well as recording and monitoring their performance and compliance with regulatory controls. Therefore, the impact of waste is considered to be slight adverse which does not constitute a significant effect. Further detail on the measures to minimise the volume of waste are set out in the Interim CoCP (Appendix 5A of the ES) which makes reference to the contractor being required to dispose of waste in accordance with the waste hierarchy.
5.43 NNNPS 5.5.5 PNPS		The applicant should set out an effective process that will be followed to ensure effective management of hazardous and non-hazardous waste: <ul style="list-style-type: none"> any such waste will be properly managed, both on-site and off-site; the waste from the proposed facility can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arisings should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arisings in the area; and 	Chapter 14 of the ES (Materials) considers materials and waste, concluding that, <i>"Volumes of waste arising from the Scheme are predicted to be small and the assessment based on a worst case scenario of assuming all waste will be disposed of to landfill resulted in a slight to moderate adverse effect. However, the majority of waste is likely to be reused and recycled in line with Suffolk and Norfolk Waste Strategies, with Contractors encouraged to maximise diversions to landfill by re-using, recycling and recovering waste as well as to record and monitor their performance and compliance with regulatory controls. Therefore the impact of waste is considered to be slight adverse which does not constitute a significant effect."</i> The Interim CoCP (Appendix 5A of the ES) does not currently include a specific process although for hazardous and non-hazardous waste although it identifies that a Site Waste Management Plan should be developed to ensure that demolition and construction wastes are dealt with in an appropriate manner and in

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		<ul style="list-style-type: none"> adequate steps have been taken to minimise the volume of waste arisings, and of the volume of waste arisings sent to disposal, except where an alternative is the most sustainable outcome overall. 	<p>accordance with the waste hierarchy. In preparing the full CoCP, the Contractor must consider how to deliver the Scheme through:</p> <ul style="list-style-type: none"> reduced raw materials costs; reduced waste destined for landfill; reduced waste disposal costs; and meeting legislative requirements. <p>Material supply will be met from the following in order of priority:</p> <ul style="list-style-type: none"> on site reuse / recycled; off-site reuse / recycled; and new materials. <p>This approach to reusing materials on site will minimise the need to send waste to facilities off site.</p>
5.55 of the NNNPS	Civil and Military Aviation and Defence Interests	Where the proposed development may have an effect on civil or military aviation and/or other defence assets, an assessment of potential effects should be carried out.	<p>No potential impacts on defence assets are anticipated.</p> <p>In addition, the bridge is below the height where any lighting is required to make it visible to civil or military aviation.</p>
5.56 of the NNNPS		The applicant should consult the MoD, CAA, National Air Traffic Services (NATS) and any aerodrome – licensed or otherwise – likely to be affected by the proposed development in preparing an assessment of the proposal on aviation or other defence interests.	The MoD, CAA and NATS have been consulted, and have not raised concerns with the Scheme. Beccles Airport has also been consulted.
5.57 of the NNNPS		Any assessment on aviation or other defence interests should include potential impacts during construction and operation of the project upon the operation of CNS infrastructure, flight patterns	<p>No potential impacts on defence assets are anticipated.</p> <p>The bridge is below the height where any additional warning lighting is required to make it visible to civil or military aviation.</p>

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		(both civil and military), other defence assets and aerodrome operational procedures.	
5.58 of the NNNPS		If any relevant changes are made to proposals for an NSIP during the pre-application period or before the end of the examination of an application, it is the responsibility of the applicant to ensure that the relevant aviation and defence consultees are informed as soon as reasonably possible.	Not relevant at this time.
5.62 of the NNNPS		Where, after reasonable mitigation, operational changes and planning obligations and requirements have been proposed, development consent should not be granted if the Secretary of State considers that: <ul style="list-style-type: none"> a development would prevent a licensed aerodrome from maintaining its licence; the benefits of the proposed development are outweighed by the harm to aerodromes serving business, training or emergency service needs; or the development would significantly impede or compromise the safe and effective use of defence assets or significantly limit military training. 	No impacts to aviation or military interests have been identified, therefore these considerations will not present a barrier to consent.
NNNPS Para 5.67 - 5.68	Coastal Change	NNNPS Para 5.67 indicates that development should seek to reduce risk from coastal change by avoiding inappropriate development in vulnerable	The Scheme is located approximately 1km from the coastal boundary, and is not located within an area which is vulnerable to coastal change. It is within the navigational channel of the operational Port. See ES Figure 5.1 (The Order Limits and the Scheme).

NNNPS or PNPS Paragraph Reference	Theme	Requirement of the NNNPS and PNPS	Compliance with the National Policy Statement
5.3.2 NPS		areas or adding to the impacts of physical change to the coast.	
5.68 NNNPS 5.3.2 NPS		Infrastructure close to the coast could result in direct effects on the coastline, seabed, marine ecology and biodiversity and historic environment.	A HRA Report has been undertaken which has concluded that no significant effects are likely as a result of the scheme and this was confirmed by Natural England in their s42 consultation response. Chapter 17 of the ES indicates that there would be no impact on the coast from the Scheme. This has been concluded based on the Sediment Transport Assessment (Appendix 17C of the ES) which shows that there is a negligible change in the overall flow of sediment around Lake Lothing during the operational phase of the Scheme, and also beyond to the adjacent coast.
5.71 NNNPS		Applications for development in a Coastal Change Management Area ("CCMA") should make it clear why there is a need for it to be located in a CCMA.	This policy is not applicable as the Scheme is not located in a CCMA (although there is a designated CCMA on the coastline).
5.72 NNNPS 5.3.6 PNPS		For any projects involving dredging or disposal into the sea, the applicant should consult the MMO. The applicant should also consult the MMO on projects which could impact on coastal change, since the MMO may also be involved in considering other projects which may have related coastal impacts.	Appropriate discussions have been held with the MMO and the DML forms part of the DCO. The Consents and Agreements Position Statement (document reference 7.7) acknowledges the need for other such consents. Chapter 17 of the ES indicates that there would be no impact on the coast from the Scheme. This has been concluded based on the Sediment Transport Assessment (Appendix 17C of the ES) which shows that there is a negligible change in the overall flow of sediment around Lake Lothing during the operational phase of the Scheme, and also beyond to the adjacent coast.
5.3.5 PNPS		The ES (see section 4.7) should include an assessment of the effects on the coast. Applicants should assess: <ul style="list-style-type: none"> the impact of the proposed project on coastal processes and geomorphology, including by taking account of potential 	In terms of coastal processes, Section 17.5 of the ES sets out that the presence of two new piers in Lake Lothing, the pontoon, and to a lesser extent the fenders, will locally impact currents, however, the Sediment Transport Assessment (Appendix 17C of the ES) shows that there is a negligible change in the overall flow of sediment around Lake Lothing during the operational phase of the Scheme, and also beyond to the adjacent coast.

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		<p>impacts from climate change. If the development will have an impact on coastal processes, the applicant must demonstrate how the impacts will be managed to minimise adverse impacts on other parts of the coast;</p> <ul style="list-style-type: none"> the implications of the proposed project on strategies for managing the coast, as set out in Shoreline Management Plans, any relevant marine plans, River Basin Management Plans and capital programmes for maintaining flood and coastal defences; the effects of the proposed project on marine ecology, biodiversity and protected sites; the effects of the proposed project on maintaining coastal recreation sites and features; and the vulnerability of the proposed development to coastal change, taking account of climate change, during the project's operational life and any decommissioning period. 	<p>In terms of geomorphology, this is considered in Chapter 17 of the ES which states that Lake Lothing is heavily modified and, where the Scheme crosses the Lake, there are artificial banks on either side. Table 17.5 indicates that Lake Lothing has low importance in terms of geomorphology. Section 17.5 of the ES sets out that channel modifications can result in changes to the geomorphological regime. However, considering the results of Sediment Transport Assessment (Appendix 17C of the ES) the magnitude of the impact on the geomorphology of Lake Lothing is negligible and as the water body is heavily modified it has a low importance resulting in a potential significance of neutral.</p>

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5.74 NNNPS 5.3.7 PNPS		The applicant should identify any effects of physical changes on the integrity and special features of Marine Conservation Zones, candidate marine Special Areas of Conservation (SACs), coastal SACs and candidate coastal SACs, coastal Special Protection Areas (SPAs) and potential coastal SPAs, Ramsar sites, Sites of Community Importance (SCIs) and potential SCIs and sites of Special Scientific Interest should be identified.	A HRA Report has been undertaken which has concluded that no significant effects are likely as a result of the scheme and this was confirmed by Natural England in their s42 consultation response. Furthermore, the closest designated MCZ is located 40km north and the closest recommended MCZ is located 40km south of Lowestoft. MCZ's are therefore not applicable to the assessment.
5.79 NNNPS 5.3.15 PNPS		Appropriate mitigation measures to address adverse physical changes to the coast in consultation with the MMO, the Environment Agency, Natural England, Natural Resource Wales, Scottish Natural Heritage, Local Planning Authorities, other statutory consultees, Coastal Partnerships and other coastal groups, as it considers appropriate should be identified.	Paragraph 17.5.31 of the ES sets out that the Sediment Transport Assessment (Appendix 17C) shows that there is a negligible change in the overall flow of sediment around Lake Lothing during the operational phase of the Scheme, and also beyond to the adjacent coast. It has been assessed that the Scheme will not have an impact on coastal change, and therefore mitigation will not be required. Appropriate discussions have been held with the MMO and the DML forms part of the DCO.
5.81 NNNPS 5.84 - 5.85 NNNPS 5.8.4 - 5.8.5 PNPS	Dust, Odour, Artificial Light, Smoke and Steam (NNNPS) and Dust, Odour, Artificial Light, Smoke and Steam and	Paragraph 5.81 of the NNNPS recognises that the construction and operation of infrastructure has the potential to emit odour, dust, steam, smoke and artificial light and that all have the potential to have a detrimental impact on amenity or cause a common lay nuisance or statutory nuisance. Paragraph 5.8.1 of the PNPS identifies similar risks, but also identifies that port infrastructure has the potential for infestation of insects.	Section 8.6 of the ES sets out that during the construction phase, mitigation measures focus on controlling fugitive release of construction phase dust and will be implemented by the contractor through the full CoCP. An Interim CoCP, which identifies mitigation, has been prepared and is set out in Appendix 5A of the ES. This sets out that site lighting will be directed so as not to be intrusive to nearby property and businesses, or unnecessarily disturb wildlife. Site lighting in the vicinity of the Port of Lowestoft and the East Suffolk Line will be designed in liaison with both ABP and Network Rail to ensure it is not a navigation or safety hazard.

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	Insect Infestation (PNPS)	Where the development is subject to an Environmental Impact Assessment, the applicant should assess any likely significant effects on amenity from emissions of odour, dust, steam, smoke and artificial light and describe these in the ES. The assessment should describe: <ul style="list-style-type: none"> the type and quantity of emissions; aspects of the development which may give rise to emissions during construction, operation and decommissioning; premises or locations that may be affected by the emissions; effects of the emission on identified premises or locations; and measures to be employed in preventing or mitigating the emissions. 	
5.89 NNNPS 5.8.9 -5.8.10 PNPS		Paragraph states that sufficient information should be provided to show that any necessary mitigation will be put into place. Including: a scheme of management and mitigation to reduce any loss to amenity which might arise during the construction and operation of the development. A construction management plan may help codify mitigation.	The Mitigation Route Map (document reference 7.8) sets out the mitigation that has been identified as being required as a result of the Scheme. Furthermore, the Interim CoCP (Appendix 5A of the ES) identifies construction phase mitigation measures for each relevant environmental topic assessed in the ES.
5.91 NNNPS	Flood Risk	The National Planning Policy Framework (paragraphs 100 to 104) makes clear that inappropriate development in areas at risk of flooding should be avoided by directing	Section 18.2 of the ES considers the National Planning Policy Framework ("NPPF"). Section 18.4 sets out the baseline environment setting out that the Scheme lies predominantly within floodplain cited as Flood Zone 3a (defined as land having a 1 in 100 or greater annual probability of river flooding (1%) or land

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		<p>development away from areas at highest risk. But where development is necessary, it should be made safe without increasing flood risk elsewhere.</p>	<p>having a 1 in 200 or greater annual probability of sea flooding (0.5%), with this typically adjacent and relatively close to the banks of Lake Lothing and Oulton Broad, plus the area where Kirkley Stream is culverted. Flood Zone 3a is the highest risk zone defined by the EA. Section 18.5 of the ES sets out that the major source of flood risk to the Scheme is tidal.</p> <p>An FRA has been undertaken and is appended to the ES at Appendix 18A. The FRA concludes the following:</p> <ul style="list-style-type: none"> • The modelling undertaken shows that the Scheme has a negligible impact on predicted flood levels for events up to and including the 0.5% AEP climate change event. A moderate impact in terms of flood risk is predicted for the 0.1% AEP climate change event and each of the H++ scenarios modelled. The increase in predicted water levels within Lake Lothing as a result of the Scheme can be attributed to afflux at the proposed bascule bridge rather than the displacement of water by the bascule bridge piers in the channel as there is a reduction in water levels predicted for most events to the west of the proposed bascule bridge. • Hazard mapping has shown the impact of the Scheme is small and close to the Scheme. There is a slight change in hazard to port areas close to the Scheme within the port infrastructure, however no buildings are at increased risk. • There is no increase in flood extent, consequently no additional properties are at risk of flooding because of the Scheme. • In terms of the safety and operability of the Scheme, the bascule bridge deck itself is not predicted to flood in any of the events modelled. Parts of the approach roads leading to the bascule bridge are predicted to flood during the operational phase of the Scheme, however this flooding is also predicted for the baseline scenario.

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			<ul style="list-style-type: none"> The impact on tidal flooding is negligible up to an including the 0.5% AEP climate change event. A flood management plan will be implemented during the construction phase (and as secured through the Interim CoCP) to minimise flood damage during large return period events.
5.92 – 5.93 NNNPS 5.2.4 PNPS		Sets out the locations where a Flood Risk Assessment (FRA) is required. The FRA should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.	The Scheme is located within Flood Zone 3a and accordingly a FRA is required. The FRA is set out in Appendix 18A of the ES and assesses the risk of flooding from rivers and sea, surface water, groundwater, sewers and artificial sources. The conclusions of the FRA are set out above. Climate change is taken into account in the assessment.
5.94 NNNPS 5.2.5 PNPS		<p>Paragraph 5.94 NNNPS sets out that when preparing an FRA, the applicant should:</p> <ul style="list-style-type: none"> consider the risk of all forms of flooding arising from the project (including in adjacent parts of the United Kingdom), in addition to the risk of flooding to the project, and demonstrate how these risks will be managed and, where relevant, mitigated, so that the development remains safe throughout its lifetime; take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made; 	<p>The Scheme lies predominantly within floodplain cited as Flood Zone 3a. The main source of flooding to the Scheme is tidal.</p> <ul style="list-style-type: none"> The FRA is set out in Appendix 18A of the ES and assesses the risk of flooding from rivers and sea, surface water, groundwater, sewers and artificial sources. Climate change is taken into account in the assessments. Section 18.5 of the ES sets out that mitigation is not required in terms of tidal flooding as the impact on flooding is negligible up to and include the 0.5% Annual Exceedance Probability (AEP) climate change event. Embedded mitigation is required to avoid an increase in surface run off above the greenfield runoff rate. This comprises attenuation measures consisting of buried tanks and ponds. The design life of the Scheme is 120 years. As such, it was deemed appropriate to use the year 2140 for future flood modelling scenarios taking into account climate change as requested by the EA. Section 9 of the Interim CoCP sets out the need for a flood management plan to address flood risk during construction. This will include

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		<ul style="list-style-type: none"> consider the vulnerability of those using the infrastructure including arrangements for safe access and exit; include the assessment of the remaining (known as 'residual') risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular project; consider if there is a need to remain operational during a worst-case flood event over the development's lifetime; provide the evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate. <p>Paragraph 5.2.5 of the PNPS contains additional requirements for FRA. Indicating that the <i>minimum requirements for FRAs are that they should:</i></p> <ul style="list-style-type: none"> be proportionate to the risk and appropriate to the scale, nature and location of the project; be undertaken by competent people, as early as possible in the process of preparing the proposal; consider both the potential adverse and beneficial effects of flood risk management infrastructure, including raised defences, flow channels, flood storage areas and other artificial features, 	<p>evacuation routes, which will be determined prior to occupation of the site.</p> <ul style="list-style-type: none"> No residual risks have been identified. The FRA sets out in paragraph 9.1.12 that operability of the Scheme and the bascule bridge deck itself is not predicted to flood in any of the events modelled for the assessment. Parts of the approach roads leading to the bascule bridge are predicted to flood during the operational phase of the scheme, however this flooding is also predicted for the baseline scenario. As the impacts of the scheme on flood risk are negligible, the relative level of flood risk during flood events remains the same as for the baseline scenario. The sequential/ exception test is addressed below. <p>In terms of the PNPS:</p> <ul style="list-style-type: none"> The FRA has been undertaken in consultation with the EA and Anglian Water. The EA has reviewed the methodology for this assessment and the hydraulic model developed for this assessment (see Annex A of the FRA for EA consultation responses). The consultation responses from the EA included their requirements for this assessment and these have been taken into account. Similarly, comments from Anglian Water at the scoping stage (Appendix 6B of the ES) have been incorporated within the scope of this FRA. The FRA is therefore appropriate to the scale and location of the project Appendix 1B of the ES (Statement of Authority) sets out the competent persons that have undertaken the assessments, including flood risk. The potential for adverse effects on or in conjunction with existing flood risk management infrastructure has been considered in the ES Flood Risk Chapter. Section 18.4 indicates "<i>The EA Flood Map for planning does not show any defences in Lowestoft. The quay walls of Lake</i>

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		<p>together with the consequences of their failure;</p> <ul style="list-style-type: none"> consider and quantify the different types of flooding (whether from natural or human sources and including joint and cumulative effects) and identify flood risk reduction measures, so that assessments are fit for the purpose of the decisions being made; consider the effects of a range of flooding events, including extreme events on people, property, the natural and historic environment and river and coastal processes; consider how the ability of water to soak into the ground may change with development, along with how the proposed layout of the project may affect drainage systems; be supported by appropriate data and information, including historical information on previous events. <p>Where the PNPS requirements are similar to the NNNPS, these are not listed.</p>	<p><i>Lothing are classified as informal defences and are generally at the same level as the ground behind them. The Lowestoft Flood Risk Management Strategy is ongoing, the aim of which is to reduce flood risk within Lowestoft by providing additional defences. The strategy may involve the construction of a tidal barrier across Lake Lothing</i>". Chapter 20 of the ES (Cumulative Effects) sets out in Table 20.6 that the residual effect of the Scheme in terms of flood risk in relation to the tidal barrier, is not significant.</p> <ul style="list-style-type: none"> Section 6 of the FRA sets out that in order to consider the impact of and resilience to future flooding, the model has also been used to simulate future flood events with an allowance for climate change included (based on allowances for the year 2140, 120 years in the future). The FRA (Appendix 18A of the ES) considers surface water and sets out how this has been responded to in the design stating, "<i>Best practice informed by the SuDS Manual (C753) (2015) sets out that runoff from the Scheme should be restricted to the greenfield runoff rate in order to limit the impact of the Scheme on surface water flooding elsewhere. In order to restrict runoff from the site to the greenfield runoff rate, 16,100m³ of storage for the 1% AEP plus climate change allowance (upper end) event for the six hour storm duration is required</i>". A Drainage Strategy (see Appendix 18B of the ES) has been prepared which provides details of the attenuation required as part of the Scheme. The Drainage Strategy sets out that at the northern junction attenuation ponds will be provided for the storage of surface water prior to this being discharged into the existing system. At the southern junction a storage tank, underneath the footprint of the bridge is proposed.

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			<ul style="list-style-type: none"> The FRA (Appendix 18A of the ES) includes both historical and projected flood data, including that provided in past studies for the Lowestoft Tidal Barrier by CH2M Hill.
5.96 NNNPS 5.2.7 PNPS		Set out the relevant agencies that the applicant should be in discussions with in order to assist in scoping the assessment and identifying the information that will be required.	The EA has been consulted on the scope of the FRA which is set out at Paragraph 6.1.4. The FRA is set out in Appendix 18A of the ES.
5.100 NNNPS 5.2.10 PNPS		Paragraph states that for construction work which has drainage implications, approval for the project's drainage system will form part of any development consent. In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any Sustainable Drainage Systems (SuDS), including any necessary access rights to property.	<p>A Drainage Strategy provides details of the attenuation required as part of the scheme (Appendix 18B of the ES).</p> <p>The Drainage Strategy for the Scheme follows the guidance set out in HA 103/06, Vegetative Treatment Systems for Highway Run-off, which is part of Volume 4, Section 2 of the Design Manual for Roads and Bridges ("DMRB") and ties in with the landscaping strategy, set out in the Landscaping Plans (document reference 2.8), where appropriate. Drainage arrangements for the new carriageway are anticipated to consist of combined kerb drainage units and kerb and gully arrangements. Compliance with the Drainage Strategy is secured through the DCO.</p>
5.105 NNNPS 5.2.13 PNPS		Relate to the sequential test, stating that the preference is that projects should be located in Flood Zone 1, although is there is no reasonably available site, then Flood Zone 2. Again, if there are no reasonably available sites in Flood Zones 1 and 2, then Flood Zone 3 subject to the Exception test.	As set out in the FRA, (Appendix 18A of the ES), the Scheme is in Flood Zone 3a. Figure 6.1 of the FRA (EA Flood Map for Planning) shows the extent of Flood Zone 3, which encompasses the entire length of Lake Lothing and its immediate surrounds. The Scheme seeks to provide a third crossing across Lake Lothing to address severe congestion in Lowestoft. All the options considered (except those relating to alternatives to a crossing which were discounted for reasons set out in Appendix 1 (Options Appraisal Report) of the Outline Business Case ("OBC"), document reference 7.4) were located within Flood Zone 3a. In this instance, and when applying the principles of the sequential test, it is apparent that there are no reasonably available sites in Flood Zone 1 or 2 that would enable a scheme of this nature and in this location to be delivered. It is not possible to avoid encroaching

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			<p>into Flood Zone 3a when delivering a third crossing across Lake Lothing and the sequential test is therefore deemed to have been passed.</p> <p>The Scheme is classified as 'Essential Infrastructure' in accordance with Planning Practice Guidance (PPG). Applying the flood risk vulnerability and Flood Zone 'compatibility' table from the PPG and following application of the sequential test, the exception test is required for the Scheme in this location. See below for further explanation.</p>
5.108 NNNPS 5.2.16 PNPS		<p>States that to pass the Exception Test, it must be demonstrated that the projects provide wider sustainability benefits to the community that outweigh the flood risk and a FRA must demonstrate that the project will be safe in its lifetime without increasing flood risk elsewhere and where possible to reduce overall flood risk.</p> <p>Paragraph 5.2.16 of the PNPS contains an additional test element, that the project should be preferably on previously developed land, or, if it is not on previously-developed land, that there are no reasonable alternative sites on developable previously-developed land.</p>	<p>The NPPF sets out the following at Paragraph 102:</p> <p>"For the exception test to be passed:</p> <ol style="list-style-type: none"> <i>it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by the Strategic Flood Risk Assessment referenced in the FRA, and;</i> <i>a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall".</i> <p>In terms of addressing Part 1 of the Exception Test, the substantial public benefits that result from the Scheme are set out in Section 9 of the Case for the Scheme. The Scheme delivers an essential piece of infrastructure in Lowestoft that reduces congestion and delivers journey time savings and improved reliability on the SRN and as a result benefits other parts of the highway network in Lowestoft as well as enabling businesses at the Port and in the Enterprise Zone to operate more effectively and efficiently.</p> <p>Part 2 of the Exception test has been complied with through the production of the accompanying FRA setting out how the Scheme will be safe for its lifetime.</p>

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			<p>On the north and south sides, the Scheme is located on previously developed land within the Area Action Plan ("AAP") boundary. The AAP, which provides the strategy for regeneration of this previously developed land states:</p> <p><i>"The majority of the AAP area is previously developed land in Flood Zone 3, and hence development is justifiable in regeneration terms. The flood risk management hierarchy which includes Assess, Avoid, Substitute, Control and Mitigate has underpinned the AAP process and site selection".</i></p>
5.109 NNNPS 5.2.27 PNPS		Sets out that any project that is classified as 'essential infrastructure' and proposed to be located in Flood Zone 3a or b should be designed and constructed to remain operational and safe for users in times of flood; and any project in Zone 3b should result in no net loss of floodplain storage and not impede water flows.	Chapter 7 of the FRA sets out that the bridge itself remains operational and safe during all flood events modelled but the access roads leading to the bridge do not. Given the baseline level of flood risk within Lowestoft, it is not possible to completely remove the risk of flooding to the access roads during tidal flood events.
5.110-5.112 NNNPS 5.2.21 – 5.2.22 PNPS		<p>Set out guidance on flood risk mitigation. The following approaches to surface water drainage management are described:</p> <ul style="list-style-type: none"> • source control measures, including rainwater recycling and drainage; • infiltration devices to allow water to soak into the ground, which can include individual soakaways and communal facilities; • filter strips and swales, which are vegetated features that hold and drain water downhill, mimicking natural drainage patterns; 	<p>A Drainage Strategy (see Appendix 18B of the ES) has been prepared which provides details of the attenuation required as part of the Scheme, and is secured through the DCO. The Drainage Strategy describes the measures to address surface water drainage. At the northern approach this comprises a combined kerb drainage system which discharges into attenuation ponds, which also comprise part of the landscaping strategy, before it discharges into the existing drainage system. A flow control device will be included in order to restrict the discharge to an acceptable rate.</p> <p>At the southern approach, surface water runoff will be collected by a combined kerb drainage system which would discharge into two separate locations; a storage tank beneath the footprint of the bridge or oversized pipes within the vicinity of Waveney Drive.</p>

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		<ul style="list-style-type: none"> filter drains and porous pavements to allow rainwater and run-off to infiltrate permeable material below ground and provide storage if needed; basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding; and flood routes to carry and direct excess water through developments to minimise the impact of severe rainfall flooding. <p>In addition: site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts.</p>	<p>As set out above, to restrict runoff from the site to the greenfield runoff rate, 16,100m³ of storage for the 1% AEP plus climate change allowance (upper end) event for the six hour storm duration is required.</p> <p>The following parameters have been adopted for the drainage design:</p> <ol style="list-style-type: none"> Return Period <ul style="list-style-type: none"> 1 in 100 years and 6-hour storm for sizing of the pipes and storage facilities (63mm/hr); 1 in 1-year design period without surcharge; and 1 in 5 years without surcharge up to chamber cover level – i.e. no flooding Design proposals checked for climate change +30% addition – for new carriageway only.
5.113 NNNPS 5.2.24 PNPS		The surface water drainage arrangements for any project should be such that the volumes and peak flow rates of surface water leaving the site are no greater than the rates prior to the proposed project, unless specific off-site arrangements are made and result in the same net effect.	<p>A Drainage Strategy (see Appendix 18B of the ES) has been prepared which provides details of the drainage required as part of the Scheme.</p> <p>See above for details. Note that as part of the Drainage Strategy, a flow control device will be included in order to restrict the discharge to an acceptable rate.</p>
5.114 NNNPS 5.2.25 PNPS		It may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site. There may be circumstances where it is appropriate for infiltration	At the northern approach, surface water will discharge into attenuation ponds and a flow control device will be included in order to restrict the discharge to an acceptable rate. A storage tank is provided on the southern approach. To restrict runoff from the site to the greenfield runoff rate, 16,100m ³ of storage for the 1%

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		attenuation storage to be provided outside the project site, if necessary through the use of a planning obligation.	AEP plus climate change allowance (upper end) event for the six hour storm duration is required.
5.115 NNNPS 5.2.26 PNPS		The sequential approach should be applied to the layout and design of the project. Vulnerable uses should be located on parts of the site at lower probability and residual risk of flooding. Applicants should seek opportunities to use open space for multiple purposes such as amenity, wildlife habitat and flood storage uses. Opportunities can be taken to lower flood risk by improving flow routes, flood storage capacity and using SuDS.	See earlier text relating to the sequential test. The attenuation ponds located at the northern approach form part of both the drainage and landscape strategies. The landscaping strategy anticipates the ponds will be planted which will add to the richness of biodiversity in this location.
5.2.28 PNPS		The receipt of and response to warnings of floods is an essential element in the management of the residual risk of flooding. Flood warning and evacuation plans should be in place for those areas at an identified risk of flooding. Applicants should take advice from the emergency services when producing an evacuation plan for the project as part of the FRA. Any emergency planning documents, flood warning and evacuation procedures that are required should be identified in the FRA.	An evacuation plan is not proposed for the Scheme in the FRA; however, it should be noted that the Interim CoCP (Appendix 5A of the ES) includes a commitment to provide a flood management plan to address flood risk during construction.
5.117 NNNPS	Land Instability	Where necessary, land stability should be considered in respect of new development, as set out in the National Planning Policy Framework and supporting planning guidance. Specifically, proposals should be appropriate for the location,	Chapter 12 of the ES (Geology and Soils) refers to the relevant section of the NPPF and Appendix 12A of the ES (Environmental Desk Study Report) includes a review of the information contained within the Groundsure report. This states at Section 2.12 that the site is not in an area likely to be affected by historical mining, coal mining, non-coal mining, natural cavities, brine extraction, gypsum extraction,

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		<p>including preventing unacceptable risks from land instability. If land stability could be an issue, applicants should seek appropriate technical and environmental expert advice to assess the likely consequences of proposed developments on sites where subsidence, landslides and ground compression is known or suspected. Applicants should liaise with the Coal Authority if necessary.</p> <p>Land instability is not considered as a topic within the PNPS.</p>	tin mining or clay mining. As such it is considered that land instability is not an issue on this site.
5.118 NNNPS		A preliminary assessment of ground instability should be carried out at the earliest possible stage before a detailed application for development consent is prepared. Applicants should ensure that any necessary investigations are undertaken to ascertain that their sites are and will remain stable or can be made so as part of the development. The site needs to be assessed in context of surrounding areas where subsidence, landslides and land compression could threaten the development during its anticipated life or damage neighbouring land or property. This could be in the form of a land stability or slope stability risk assessment report.	<p>As set out above, Appendix 12A of the ES (Environmental Desk Study Report) includes a review of the information contained within the Groundsure report. This states at Section 2.12 that the site is not in an area likely to be affected by historical mining, coal mining, non-coal mining, natural cavities, brine extraction, gypsum extraction, tin mining or clay mining. As such it is considered that land instability is not an issue on this site.</p> <p>The Groundsure Report was prepared in advance of the ES (in July 2016), and was available for consideration during the design of the Scheme.</p>
5.126 NNNPS	The Historic Environment	Where the development is subject to EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed	Chapter 9 of the ES addresses the likely significant effects of the construction and operational phases of the Scheme on the historic environment.

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		project as part of the Environmental Impact Assessment and describe these in the environmental statement. Similar requirements are described in Paragraphs 5.12.6 and 5.12.7 of the PNPS.	<p>Section 9.4 of the ES sets out the baseline environment which identifies that there are five listed buildings and two Conservation Areas. The listed buildings comprise:</p> <ul style="list-style-type: none"> • Port House (Grade II – LB No 1292511); • Royal Norfolk and Suffolk Yacht Club (Grade II* - LB No 1207043); • Wellington Esplanade (Grade II – LB No 1207048); • Ashurst (Grade II – LB no 1207035); and • 9, 10 and 11 Waterloo Road and 16-28 Victoria Terrace (Grade II – LB no 1292405). <p>The Conservation Areas comprise:</p> <ul style="list-style-type: none"> • South Lowestoft Conservation Area; and, • Oulton Broad Conservation Area. <p>There are no Scheduled Monuments, World Heritage Sites Registered Battlefields or Registered Parks and Gardens within the study area.</p>
5.127 NNNPS 5.12.7 PNPS		The applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. As a minimum the relevant Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, the applicant should include an appropriate desk-based assessment and, where necessary, a field evaluation.	<p>Chapter 9 of the ES describes the significance of historic environment assets in accordance with the DMRB. Section 9.3 of the ES sets out that the Historic Environment Record has been consulted.</p> <p>A heritage assessment has been undertaken as part of the environmental assessment of the Scheme and is set out in Chapter 9 of the ES. This has concluded that in terms of archaeological assets, overall the significance of effect is deemed to be slight, will result in less than substantial harm and does not constitute a significant effect. In relation to Conservation Areas and the built heritage, overall the significance of effect is deemed to be slight, will result in less than substantial harm and does not constitute a significant effect. In relation to historic landscape, the overall significance of effect of the Scheme is deemed to be neutral, it will result in no harm and does not constitute a significant effect. To</p>

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		Paragraph 5.12.7 of the PNPS describes a similar requirement.	<p>minimise the impact of the Scheme, mitigation is proposed which is set out in Section 9.8 of the ES.</p> <p>Chapter 9 of the ES also sets out that a programme of geoarchaeological assessment and analysis of continuous borehole samples has been agreed with Heritage England. The geoarchaeological work will be completed in accordance with the Written Scheme of Investigation (WSI) for Future Evaluation and Mitigation which is set out at Appendix 9F of the ES and secured through the DCO.</p> <p>One non-designated heritage asset (42 Waveney Drive) will need to be demolished as a result of the Scheme although this will be subject to a programme of building recording in advance of commencement of development as set out in the WSI.</p>
5.131 NNNPS 5.12.13 PNPS		Given that heritage assets are irreplaceable, harm or loss affecting any designated heritage asset should require clear and convincing justification. Substantial harm to or loss of a grade II Listed Building or a grade II Registered Park or Garden should be exceptional. Substantial harm to or loss of designated assets of the highest significance, including World Heritage Sites, Scheduled Monuments, grade I and II* Listed Buildings, Registered Battlefields, and grade I and II* Registered Parks and Gardens should be wholly exceptional.	<p>No significant effects on listed buildings are anticipated (ES, Table 9.11). Effects on listed buildings are mostly neutral and a slight effect is anticipated at the Port House.</p> <p>Effects on the South Lowestoft Conservation Area are anticipated to be slight and for the Oulton Broad Conservation Area, neutral.</p> <p>Section 9.8 of the ES indicates that screening of the Scheme is not possible although the embedded mitigation through high quality design to complement and enhance the surrounding built environment has been incorporated into the design.</p>
5.144 NNNPS	Landscape and Visual Impacts	Paragraph 5.144 of the NNNPS states: where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the environmental	Chapter 10 of the ES sets out a townscape and visual impact assessment ("TVIA") of the Scheme. Section 10.3 of the ES indicates the baseline evidence which has been considered within the TVIA which includes previous landscape character assessment (see below). The methodology for the TVIA refers to the following:

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5.11.3 PNPS		impact assessment and describe these in the environmental assessment. The landscape and visual assessment should include reference to any landscape character assessment and associated studies, as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England. Paragraph 5.11.3 of the PNPS includes an identical requirement.	<ul style="list-style-type: none"> • Highways England Interim Advice Note (IAN) 135/10 – Landscape Effects; • NNNPS; • PNPS; • An Approach to Landscape Character Assessment (2014); • Suffolk Landscape Character Assessment; • Landscape Character Assessment, Broads Authority; • East Inshore and East Offshore Marine Plans; and • Waveney District Landscape Character Assessment. <p>The assessment methodology has been agreed with both Suffolk County Council ("SCC") and WDC.</p> <p>The assessment considers and takes account of the regulatory and policy framework. This is set out in Table 10.1 of the ES which references the NNNPS, PNPS, NPPF and the Planning Practice Guidance and provides a summary of the relevant policies.</p>
5.145 NNNPS 5.11.4 PNPS		The applicant's assessment should include any significant effects during construction of the project and/or the significant effects of the completed development and its operation on landscape components and landscape character (including historic landscape characterisation).	<p>The ES summarises landscape and townscape character impacts in Section 10.6, including during construction. Table 10.14 indicates that effects range from Neutral to Moderate Adverse, but either decrease to neutral or improve to Slight Beneficial over time (10 Years). The Lake Lothing Local Character Area experiences a Moderate Adverse effect upon construction, but this reverses to Slight Beneficial over 10 years.</p> <p>Historic townscape character is considered within Chapter 9 of the ES (Table 9.13). The table sets out that there is a negligible impact on the historic landscape and a neutral effect.</p>
5.146 NNNPS		The assessment should include the visibility and conspicuousness of the project during construction	The ES summarises visual effects in Section 10.6, including during construction. Table 10.15 of the ES set out a summary of the viewpoints considered and the

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5.11.5 PNPS		and of the presence and operation of the project and potential impacts on views and visual amenity. This should include any noise and light pollution effects, including on local amenity, tranquillity and nature conservation.	<p>predicted significance of effect. Effects at construction stage are anticipated to range from neutral to moderate adverse. The effect for almost all viewpoints in Year 10 is improved, with effects ranging from slight adverse to slight beneficial. The only exception is Normanston Park which is predicted to remain at slight adverse in Year 10.</p> <p>Noise effects are considered in Section 13 of the ES. No noise mitigation measures are proposed that would raise concerns of visual amenity.</p> <p>Light pollution effects are considered within Section 10.6 of the ES which concludes that the impact of lighting will be to provide identity to the bridge structure, and as a feature of night time views in and around Lowestoft. As such, the effects on visual receptors of the Scheme at night will be similar to those identified during day light hours, i.e. where the design of the bridge is appreciated, the effect is anticipated to be beneficial - within night time views this will occur as a result of effective strategic lighting.</p> <p>Tranquillity effects are considered in Chapter 10 (Townscape and Visual Impact) which sets out that Oulton Broad, to the west of Lake Lothing is situated within the Broads and represents a tranquil and settled water side character. In contrast, there is a lack of perceptible tranquillity in the immediate area surrounding the Scheme and Lake Lothing itself. In relation to Local Character 5 (Lake Lothing), the ES concludes at paragraph 10.6.29 that the Scheme is in keeping with the existing low levels of tranquillity. Furthermore, in relation to Local Character Area 8 (Barnaby to The Fleet, Oulton), paragraph 10.6.43 of the ES sets out that new components will not alter or influence the perception of this settled, tranquil part of the Broads. Paragraph 10.6.46 of the ES concludes by stating that, <i>“Existing tranquillity within the character areas and specifically associated with those that bound Lake Lothing are influenced by the activity associated with the port, marina, local roads and associated land use developments and is anticipated to be comparable following completion of the Scheme”</i>.</p>

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			Impacts on Nature Conservation are considered in Chapter 11 of the ES.
5.152 NNNPS		There is a strong presumption against any significant road widening or the building of new roads and strategic rail freight interchanges in a National Park, the Broads and Areas of Outstanding Natural Beauty, unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs vary significantly.	Broads National Park lies to the west of the proposed crossing, however at a distance where its landscape and scenic beauty will not be affected by the Scheme. Paragraph 10.6.52 of the ES sets out that the assessment demonstrates that views from the Broads are highly constrained by intervening layers of vegetation and built form and are therefore highly constrained and, where they may occur, they will be almost indiscernible at a distance of over 2km.
5.154 NNNPS 5.11.10 PNPS		Relate to developments outside nationally designated areas which might affect them and states: the duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints.	Section 10.4 of the ES does not identify any nationally designated areas; therefore, none will be affected as a result of the Scheme.
5.160 NNNPS 5.11.17 PNPS		Refers to mitigation of adverse landscape and visual effects through appropriate siting of infrastructure, design (including choice of materials) and landscaping schemes.	Section 10.5 of the ES indicates that given the location, scale and prominence of the Scheme, specific or targeted visual mitigation is generally not possible because the bridge structure and associated infrastructure will be taller and of a scale that would prevent screening in the immediate environment. However, the mitigation and reduction of potentially adverse effects to townscape character and visual amenity, particularly in the immediate environment, has been embedded within the design, which seeks to respond to, and integrate with the surrounding townscape.

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			As part of the Scheme it should be noted that the landscaping strategy has been designed to soften the connection between the Scheme and the surrounding local area. The northern approach area includes public space and planted drainage ponds to capture surface run-off and increase biodiversity. The area of public space features terraced steps built onto a structural embankment which provide access and allow for informal seating. This strategy is set out in the Landscaping Plans (document reference 2.8), which are secured through the DCO.
5.161 NNNPS		It may be appropriate to undertake landscaping off site, although if this occurred any landscaping consented by the order would need to be included in the order limits for the application.	No offsite landscaping is proposed as this is not necessary as a result of the Scheme.
5.165 NNNPS 5.13.5 PNPS	Land Use including Open Space, Green Infrastructure and Green Belt	The applicant should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan. The assessment should be proportionate. Paragraph 5.13.5 of the PNPS specifies the same approach, but the requirement is worded differently.	<p>Table 15.3 in the Private Assets chapter of the ES (Section 15) sets out land uses within the Order Limits and the requirements of the Scheme, if any. There are slight adverse effects during construction reducing to negligible effects during operation for most land interests. The overall effect for a number of residential properties is substantial adverse due to the permanent loss of one dwelling, land take from gardens and demolition of an adjacent garage. In terms of impact on the Port, refer to Chapter 15 of the ES where this is set out in detail.</p> <p>The Scheme will prevent two planning permissions (on the same parcel of land), located within the Order Limits in the area of the northern approach, from being implemented, which are referenced in Table 3.4 (Planning History) of the Case for the Scheme. The first of the permissions was allowed on appeal ((DC/13/0110/OUT). This land is now in the ownership of the Applicant with the purpose of it being used to construct the Scheme.</p> <p>The land on which the two planning permissions have been granted is also allocated in the AAP under Policy SSP9 (Peto Way/ Denmark Road corridor). The AAP allocates the corridor for employment development comprising B1, B2 and B8. Use of the land for the Scheme will prevent it being developed for these uses.</p>

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			<p>However, it was concluded in the appeal decision referenced above that loss of the site for B1 uses would not undermine the policy aspirations set out in the Core Strategy and AAP. Furthermore, Waveney District Council in their Planning Committee Report providing a formal consultation response on the Scheme, (dated 10th October 2017), notes at Paragraph 10.4 that, “<i>The northern landing point of the bridge falls within the area allocated by Policy SSP9 of the Area Action Plan. This policy allocates the area for B class use. The policy also requires regard to be had to the latest proposals for Denmark Road improvements. Whilst the Third Crossing will remove some land allocated for B class uses, this land has already been considered surplus to requirements when considered at appeal for a retail warehouse scheme (DC/13/0110/OUT)</i>”.</p> <p>The Scheme will also affect the Riverside Enterprise Zone (“EZ”), located on the southern side of Lake Lothing, where land will be permanently acquired for the purposes of the Scheme. However, a letter from the New Anglia Local Enterprise Partnership states that they and Waveney District Council fully recognise the critical contribution the Scheme will make on the town and the sub-region. In addition, that they accept the short-term constraints on development potential and loss of part of the Riverside EZ to the construction of the Scheme. The letter is also referenced in Chapter 13 of the Consultation Report (document reference 5.1).</p> <p>It should be noted that the Scheme provides an access road through the Jeld Wen site linking Riverside Road to Waveney Drive. The provision of the access road plays a key role in delivering the Kirkley Waterfront site, identified in the AAP for redevelopment.</p> <p>The Scheme is not located in an area designated as Green Belt or Metropolitan Open Land.</p>
5.166 NNNPS		Existing open space, sports and recreational buildings and land should not be developed unless	The Scheme is not located on any areas of open space, sports and recreational buildings and land or playing fields.

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5.13.6 PNPS		the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Applicants considering proposals which would involve developing such land should have regard to any local authority's assessment of need for such types of land and buildings. Paragraph 5.13.6 of the PNPS specifies a similar approach.	
5.168 NNNPS 5.13.8 PNPS		Applicants should seek to minimise impacts on the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) and preferably use land in areas of poorer quality (grades 3b, 4 and 5), except where this would be inconsistent with other sustainability considerations. Applicants should also identify any effects and seek to minimise impacts on soil quality, taking into account any mitigation measures proposed. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination and how it is proposed to address this. Paragraph 5.13.8 of the PNPS includes an almost identical requirement.	No impact on agricultural land.
5.177 NNNPS 5.13.16 PNPS		In considering the impact on maintaining coastal recreation sites and features, the Secretary of State should expect applicants to have taken advantage of opportunities to maintain and enhance access to the coast. In doing so the	No impact on coastal recreation sites.

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		Secretary of State should consider the implications for development of the creation of a continuous signed and managed route around the coast, as proposed in the Marine and Coastal Access Act 2009.	
5.180 NNNPS 5.13.20 PNPS		Where green infrastructure is affected, applicants should aim to ensure the functionality and connectivity of the green infrastructure network is maintained and any necessary works are undertaken, where possible, to mitigate any adverse impact and, where appropriate, to improve that network and other areas of open space, including appropriate access to new coastal access routes, National Trails and other public rights of way.	A beneficial impact on green infrastructure is anticipated. The landscaping strategy for the Scheme, set out in the Landscaping Plans (document reference 2.8), has been designed to soften the connection between the Scheme and the surrounding local area. The northern approach area includes public space and planted drainage ponds to capture surface run-off and increase biodiversity, secured through the Landscaping Plans. It should also be noted that provision of the Scheme provides greater accessibility to areas of open space, particularly Normanston Park, off Peto Way. Pedestrian journey times are greatly reduced with the Scheme in place making trips to such locations easier by foot and cycle. No PRoW are located within the site.
5.183 NNNPS 5.12.23 PNPS		Where a project has a sterilising effect on land use there may be scope for this to be mitigated through using the land for nature conservation or wildlife corridors.	In terms of land beneath the bridge, a pedestrian and cycle underpass is provided on the northern approach as part of the landscaping strategy, set out in the Landscaping Plans (document reference 2.8), which are secured through the DCO. There are no similar proposals for the southern approach but public access along the waterfront in this location is envisaged as part of the Sustainable Urban Neighbourhood and Kirkley Waterfront Development Brief.
5.184 NNNPS 5.13.24 PNPS		Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other public rights of way and open access land	No PRoW are located within the site. A cycle and footpath will be provided as part of the Scheme, so beneficial impacts on accessibility for non-motorised users are anticipated. The Design Report (document reference 7.5) indicates that the reference design features a shared cycle/footway on the eastern side of the crossing, and segregated cycle facility on the west. The exact design of these facilities, their

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		and, where appropriate, to consider what opportunities there may be to improve access. In considering revisions to an existing right of way consideration needs to be given to the use, character, attractiveness and convenience of the right of way.	connections to the existing network at the extent of the Scheme, and the type of segregation are to be developed through detailed design.
5.189 NNNPS	Noise and Vibration	<p>Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement:</p> <ul style="list-style-type: none"> a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans for tunnels, information about the noise sources including the identification of any distinctive tonal, impulsive or low frequency characteristics of the noise. identification of noise sensitive premises and noise sensitive areas that may be affected. the characteristics of the existing noise environment. 	<p>Chapter 13, Noise and Vibration, of the ES considers the significance of effects which may arise due to the Scheme.</p> <p>To address the specific points raised:</p> <ul style="list-style-type: none"> A description of the noise sources is set out in Section 13.4 of the ES. Paragraph 13.3.18 of the ES sets out that noise sensitive receptors are primarily residential dwellings but also include other receptors such as schools and community facilities as well as areas of interest to nature conservation and cultural heritage. The characteristics of the existing noise environment are set out in Section 13.4 of the ES which considers the baseline environment. An assessment of how the noise environment will change is set out at Section 13.5 of the ES. An assessment of the effect of predicted changes is set out at Section 13.5 of the ES. Mitigation is set out in Section 13.5 of the ES.

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		<ul style="list-style-type: none"> a prediction on how the noise environment will change with the proposed development: <ul style="list-style-type: none"> In the shorter term such as during the construction period; in the longer term during the operating life of the infrastructure; at particular times of the day, evening and night as appropriate. an assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas. measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts. the nature and extent of the noise assessment should be proportionate to the likely noise impact. <p>Paragraph 5.10.4 of the PNPS includes an identical set of requirements.</p>	
5.190 NNNPS		The potential noise impact elsewhere that is directly associated with the development, such as changes in road and rail traffic movements	Potential cumulative effects which may arise in conjunction with other planned or proposed development is described in Section 20 of the ES. Several developments have been identified and Section 20.6 of the ES concludes that

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		elsewhere on the national networks, should be considered as appropriate.	significant adverse cumulative effects between the Scheme and other projects are not predicted.
5.191 NNNPS 5.10.6 PNPS		Operational noise, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. The prediction of road traffic noise should be based on the method described in Calculation of Road Traffic Noise. For the prediction, assessment and management of construction noise, reference should be made to any relevant British Standards and other guidance which also give examples of mitigation strategies. Paragraph 5.10.6 of the PNPS identifies similar but less detailed requirements.	Section 13.2 of the ES describes the standards which have been adhered to when undertaking the assessment of construction and operational noise impacts, this includes reference to the relevant British Standard, and Calculation of Road Traffic Noise.
5.192 of the NNNPS 5.10.7 PNPS		The applicant should consult Natural England with regard to assessment of noise on designated nature conservation sites, protected landscapes, protected species or other wildlife. The results of any noise surveys and predictions may inform the ecological assessment. The seasonality of potentially affected species in nearby sites may also need to be taken into account. Paragraph 5.10.7 of the PNPS includes similar requirement, but also includes a requirement to consult the Environment Agency and the MMO in relation to marine protected species in England.	Noise has been considered within Chapter 11 of the ES which addresses nature conservation. <ul style="list-style-type: none"> • Within the noise assessment study area, the Outer Thames Estuary SPA and Southern North Sea cSAC are located. However, the HRA Report has determined that there will be no significant effects in terms of noise. • The MMO was made aware that the Scheme could affect harbour porpoise but subsequent assessment has confirmed a neutral impact during construction and operation.
5.198 NNNPS		Paragraph 5.1998 of the NNNPS sets Mitigation measures for the project should be proportionate	Mitigation measures relating to noise are set out in Paragraphs 13.5.60 to 13.5.65 of the ES. The ES sets out that a number of mitigation measures have been

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5.10.12 PNPS		<p>and reasonable and may include one or more of the following:</p> <ul style="list-style-type: none"> • engineering: containment of noise generated; • materials: use of materials that reduce noise, (for example low noise road surfacing); • lay-out: adequate distance between source and noise-sensitive receptors; incorporating good design to minimise noise transmission through screening by natural or purpose built barriers; • administration: specifying acceptable noise limits or times of use (e.g., in the case of railway station PA systems). <p>Paragraph 5.10.12 of the PNPS identifies similar requirements, but does not include materials.</p>	<p>explored such as a low noise surface on the road and an acoustic barrier to protect noise sensitive receptors but neither is considered practicable.</p>
5.199 NNNPS		<p>Paragraph 5.199 of the NNNPS: For most national network projects, the relevant Noise Insulation Regulations will apply. These place a duty on and provide powers to the relevant authority to offer noise mitigation through improved sound insulation to dwellings, with associated ventilation to deal with both construction and operational noise. An indication of the likely eligibility for such compensation should be included in the assessment. In extreme cases, the applicant may consider it appropriate to provide noise mitigation</p>	<p>Reference to Noise Insulation Regulations is set out in Paragraphs 13.5.68 to 13.5.71 of the ES. This sets out that there are 559 residential dwellings which are predicted to satisfy condition 1, having a predicted noise level above 67.5dB $L_{A10,18h}$ within the first fifteen years of use of the Scheme. Of these, 117 properties are within 300m of the Scheme and are predicted to have an increase of at least 1 dB as a result of the Scheme (i.e. the Relevant Noise Level in the design year is greater than the Prevailing Noise Level in the year of opening by 1 dB or more).</p> <p>At detailed design stage, further analysis will need to be undertaken to determine whether the noise from traffic on the road to which the Regulations apply contributes at least 1 dB $L_{A10,18hr}$ to the Relevant Noise Level.</p>

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		through the compulsory acquisition of affected properties in order to gain consent for what might otherwise be unacceptable development. Where mitigation is proposed to be dealt with through compulsory acquisition, such properties would have to be included within the development consent order land in relation to which compulsory acquisition powers are being sought.	
5.200 NNNPS		Paragraph 5.200 of the NNNPS: Applicants should consider opportunities to address the noise issues associated with the Important Areas as identified through the noise action planning process.	In relation to Noise Important Areas ("NIA"), the ES states that there are three NIAs within the operational phase noise study area (ref. 5003, 5004 and 11285). They are located on Bridge Road and Normanston Drive to the west of the Scheme. The NIAs are all associated with traffic using the Mutford Lock crossing. Paragraph 13.5.29 sets out that sensitive receptors within the NIAs are unlikely to experience any change in noise level during the construction phase due to the distance between the Order Limits and the NIA. In relation to operational noise impacts, Table 13.26 of the ES shows that all dwellings within each of the NIAs are predicted to experience a decrease in noise level in the short and long term as a result of the Scheme.
5.203 NNNPS	Impacts on Transport Networks	Applicants should have regard to the policies set out in local plans, for example, policies on demand management being undertaken at the local level.	In preparing the Transport Assessment (TA), both national and local policy has been considered. This includes the NNNPS and NPPF as well as the local planning documents of Waveney District Council, the AAP, Suffolk Local Transport Plan and the Lowestoft Transport Strategy. The policy review in the TA has demonstrated that the Scheme aligns closely to national, regional and local transport plans and policies. It is important that the Scheme aligns with policies at all levels, to show that it can achieve the aims and objectives of various local and national authorities.

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5.204 NNNPS		Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.	A scoping meeting was held with Steve Merry (Transport Policy and Development Manager, SCC) on 26th January 2017 to discuss the Scheme and confirm the required content of the Transport Assessment. The discussions were documented in a Scoping Note, which is included in Appendix A of the Transport Assessment. A further meeting was held to discuss comments and answer queries on the Preliminary Environmental Information Report and the associated Preliminary Transport Assessment, prior to the issue of SCC's formal consultation response document.
5.205 NNNPS		Applicants should consider reasonable opportunities to support other transport modes in developing infrastructure. As part of this, the applicant should provide evidence that as part of the project they have used reasonable endeavours to address any existing severance issues that act as a barrier to non-motorised users.	Reducing community severance between north and south Lowestoft is a Scheme objective and one which the Scheme meets. The Scheme provides pedestrian and cycle routes that better link the northern and southern communities of the central area of Lake Lothing, bringing a larger proportion of the Lowestoft population within walking/cycling distance of local amenities. In addition, the provision of a third crossing will provide an additional crossing of Lake Lothing and improve journey times for vehicles.
5.206 NNNPS		For road and rail developments, if a development is subject to EIA and is likely to have significant environmental impacts arising from impacts on transport networks, the applicant's environmental statement should describe those impacts and mitigating commitments. In all other cases the applicant's assessment should include a proportionate assessment of the transport impacts on other networks as part of the application.	A TA has been prepared (document reference 7.2) and an assessment of traffic and transport is set out within Chapter 19 of the ES. The chapter concludes that the scheme has a positive effect on transport and the traffic operation of Lowestoft and the wider strategic highway network, improving operational performance (queuing, congestion, and journey times). The capacity of existing junctions in the vicinity of the Scheme has been assessed to ensure they can accommodate the increase in traffic associated with traffic re-routing to the scheme. Amendments to layouts are proposed in the TA and included in the ES (and secured through the DCO), where required, to mitigate the impact of the Scheme. In addition, the northern and southern roundabouts connecting the Scheme to the surrounding highway network have been designed

NNNPS or PNPS Paragraph Reference	Theme	Requirement of the NNNPS and PNPS	Compliance with the National Policy Statement
			<p>to allow them to operate efficiently and within acceptable design standards, both at the time of scheme opening, and fifteen years after in the 'design year'.</p> <p>Following the transport assessment of the Scheme the overall impact on: severance (including new pedestrian severance from community facilities and relief from severance for pedestrians); driver stress and delay; pedestrian and cyclist amenity; journey times and delay; collisions and safety; fear and intimidation; and views from the road will be beneficial and permanent.</p> <p>The Scheme is not anticipated to create any significant residual impacts that are severe in the context of paragraph 32 of the NPPF.</p>
5.208 NNNPS		Refers to the preparation of Travel plans to mitigate transport impacts.	In relation to Travel Plans, this does not apply as there is no development associated with the Scheme. A travel plan is therefore not considered to be necessary.
5.209 NNNPS		Refers to schemes that impact on the Strategic Road Network. Applicants should have regard to DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development (or prevailing policy) which sets out the way in which the highway authority for the Strategic Road Network, will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the Strategic Road Network.	DfT Circular 02/20131 requires new schemes to gain approval from Highways England if there is to be an impact on the Strategic Road Network (SRN). Highways England has confirmed that there will be no significant issues for the SRN as a result of the Scheme.

¹ Department for Transport, September 2013, *Strategic Road Network and The Delivery of Sustainable Development*

NNNPS or PNPS Paragraph Reference	Theme	Requirement of the NNNPS and PNPS	Compliance with the National Policy Statement
5.210 NNNPS		if new transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits. Guidance has been issued in England which explains the circumstances where this may be possible. The Government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time, and cannot provide financial support to a scheme that solely mitigates the impacts of a specific development. Any decisions on co-funded transport infrastructure will need to be taken in the context of the Government's wider policy of transport improvements.	<p>DfT has committed £73.5m for the Scheme</p> <p>It was announced in the summer budget 2015 that the Government would commit £4m to develop an OBC for the Lowestoft Third River [Lake Lothing] Crossing recognising that its long term economic plan for the east was reliant on good transport links. The OBC was submitted to DfT in December 2015, and funding of £73.5 million was secured for the Scheme in the March 2016 budget.</p>
5.217 NNNPS		Refers to mitigation measures for road developments stating that this may relate to design, lay-out or operation of the scheme.	<p>The TA assesses the impact of the Scheme on Lowestoft's highway network, and proposes mitigation measures where necessary to ensure that the residual impact is not severe.</p> <p>Mitigation measures are required at a small number of junctions, as detailed in the TA, to ensure that there is sufficient capacity to accommodate the planned growth and the reassignment of traffic for the Scheme.</p>
5.220 NNNPS	Water Quality and Resources	Where applicable, an application for a development consent order has to contain a plan with accompanying information identifying water bodies in a River Basin Management Plan.	Chapter 17 of the ES assesses the likely significant effects of the Scheme on the water environment. The assessment includes a Water Framework Directive Assessment against the Anglian River Basin Management Plan (including an identification of the relevant water bodies) which is set out at Appendix 17A (Water Framework Directive Assessment) of the ES.

NNNPS or PNPS Paragraph Reference	Theme	Requirement of the NNNPS and PNPS	Compliance with the National Policy Statement
5.221 NNNPS		Applicants should make early contact with the relevant regulators, including the Environment Agency, for abstraction licensing and with water supply companies likely to supply the water.	The Consents and Agreements Position Statement (document reference 7.7) sets out the Applicant's acknowledgement of the consents required and the discussions held with the EA.
5.222 NNNPS		For those projects that are improvements to the existing infrastructure, such as road widening, opportunities should be taken, where feasible, to improve upon the quality of existing discharges where these are identified and shown to contribute towards Water Framework Directive commitments.	The Scheme forms new infrastructure and not an improvement to existing infrastructure, therefore this paragraph does not apply.
5.223 NNNPS 5.6.4 PNPS		<p>Paragraph 5.223 of the NNNPS sets out that any environmental statement should describe:</p> <ul style="list-style-type: none"> the existing quality of waters affected by the proposed project; existing water resources affected by the proposed project and the impacts of the proposed project on water resources; existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project and any impact of physical modifications to these characteristics; any impacts of the proposed project on water bodies or protected areas under the Water Framework Directive and source 	<p>The existing quality of waters affected are set out in Table 17.5 – this addresses Lake Lothing, Kirkley Stream and groundwater.</p> <p>Impacts upon existing water resources are set out in Section 17.5 and the residual effects of the Scheme are set out in Table 17.7.</p> <p>The existing physical characteristics of the water environment are described in Section 17.4.</p> <p>There are no effects on protected areas as a result of the Scheme. The HRA Report sets out that there are no significant direct or indirect effects on protected areas and no further assessment has been undertaken.</p> <p>In terms of cumulative effects, refer to Chapter 20 of the ES. Furthermore, the HAWRAT assessment (Highways Agency Water Risk Assessment Tool) at Appendix 17B of the ES addresses the cumulative effect of all discharges from the Scheme. This concludes that effects are neutral.</p>

NNNPS or PNPS Paragraph Reference	Theme	Requirement of the NNNPS and PNPS	Compliance with the National Policy Statement
		protection zones around potable groundwater abstractions; and <ul style="list-style-type: none"> any cumulative effects. Paragraph 5.6.4 of the PNPS identifies similar requirements.	
5.229 NNNPS		The Secretary of State should consider whether the mitigation measures put forward by the applicant which are needed for operation and construction (and which are over and above any which may form part of the project application) are acceptable. A construction management plan may help codify mitigation.	The Interim CoCP (Appendix 5A of the ES) identifies mitigation to be undertaken during construction.
5.230 NNNPS		The project should adhere to any National Standards for sustainable drainage systems.	The Drainage Strategy (Appendix 18B of the ES and secured through the DCO) sets out that the design standards to be adopted are as follows: DMRB – Volume 4 Section 2 based on HD33/16 and HD45/09; and the SCC Specification for Estate Roads 2007. The Scheme also follows the guidance set out in HA 103/06, Vegetative Treatment Systems for Highway Run-off, which is part of Volume 4, Section 2 of the DMRB.

Appendix B – Section 35 Direction



Department for Transport

DIRECTION BY THE SECRETARY OF STATE UNDER SECTION 35 OF THE PLANNING ACT 2008 RELATING TO THE LAKE LOTHING THIRD CROSSING, LOWESTOFT.

By letter to the Secretary of State received on 24th February 2016, Suffolk County Council formally requested that the Secretary of State exercise the power vested in the Secretary of State under section 35 of the Planning Act 2008 ("the Act") to direct that the proposed scheme set out in the Suffolk County Council's letter and known as the Lake Lothing Third Crossing, as well as any associated matters, be treated as development for which development consent is required.

The Secretary of State is satisfied that:

- the development does not currently fall within the definition of a "nationally significant infrastructure project" and therefore it is appropriate to consider use of the power in section 35; and
- Suffolk County Council's request constitutes a "qualifying request" in accordance with section 35(10) of the Act.

The Secretary of State has made a decision within the primary deadline set out in section 35A(2) and wishes to convey that decision.

Having considered the details of the Lake Lothing Third Crossing set out in the request, the Secretary of State is of the view that this development by itself is nationally significant, for the reasons set out in the Annex below.

Accordingly, as the Secretary of State is satisfied that the proposed Lake Lothing Third Crossing is nationally significant, THE SECRETARY OF STATE DIRECTS that development, together with any matters associated with it, is to be treated as development for which development consent is required.

In addition, the Secretary of State further directs that any proposed application in relation to the Lake Lothing Third Crossing is to be treated as a proposed application for which development consent is required.

This direction is given without prejudice to the Secretary of State's consideration of any application for development consent which is made in relation to the Lake Lothing Third Crossing.

Signed by

Maureen Pullen

A Senior Civil Servant in the Department for Transport
For and On Behalf of the Secretary of State

22rd March 2016

ANNEX

REASONS FOR THE DECISION TO ISSUE THE DIRECTION

The Secretary of State is of the opinion that the Lake Lothing Third Crossing is of national significance for the following reasons:

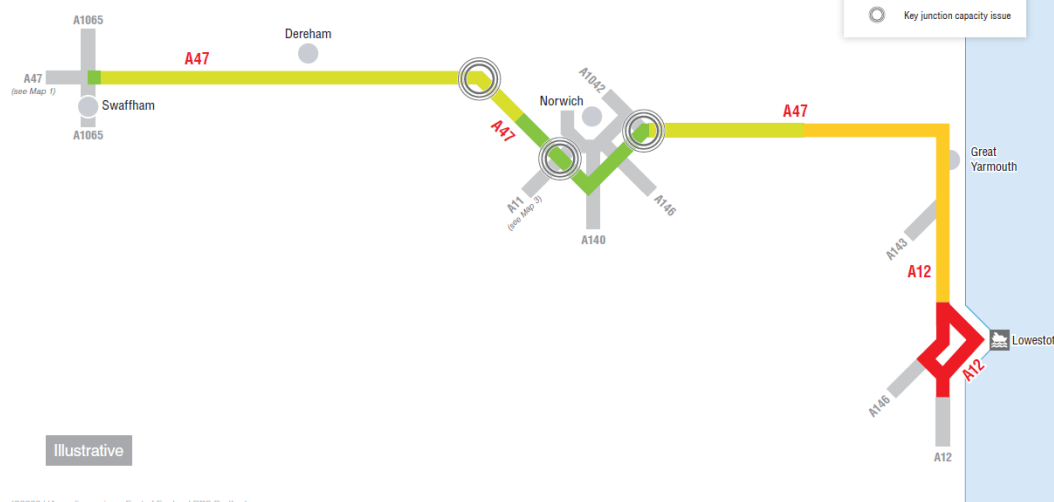
- it provides a connection to/from Trans European Network–Transport (TEN-T) and the Strategic Road Network. The TEN-T link is to the A12/A47, one of only a limited number of routes in the East of England which is recognised as such; and
- would act as a tactical diversion route for the strategic road network, the A12/A47 when the Bascule Bridge, a nationally recognised pinch point, is closed thereby reducing delays and congestion on the SRN; and
- In addition, the scheme
 - supports national growth potential by directly delivering over 9000 jobs with a further 3,500 indirect jobs thus supporting the proposed employment growth; and
 - improves connection to/from the Great Yarmouth and Lowestoft Enterprise Zone; and
 - Delivers the Port of Lowestoft's role in being the hub for the off-shore wind farms that are part of the East Anglia Array, a major energy supplier for the UK.

Appendix C – SRN Performance in Lowestoft

East of England – Route-based strategy – Map 2 of 4

Figure 2.1

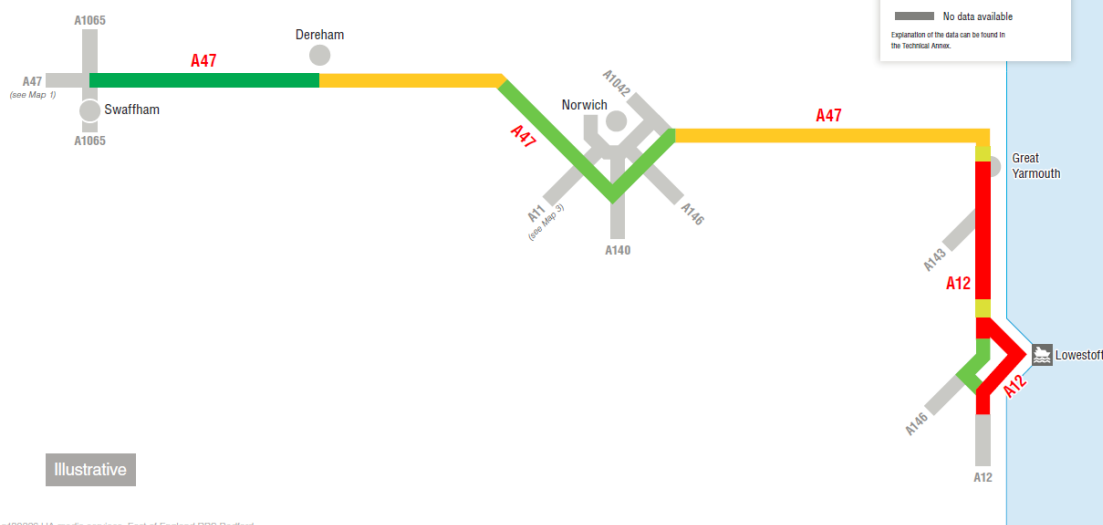
Network performance 2012/13
Peak period speeds



East of England – Route-based strategy – Map 2 of 4

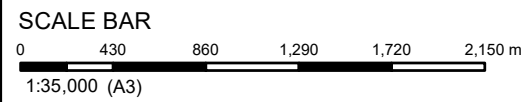
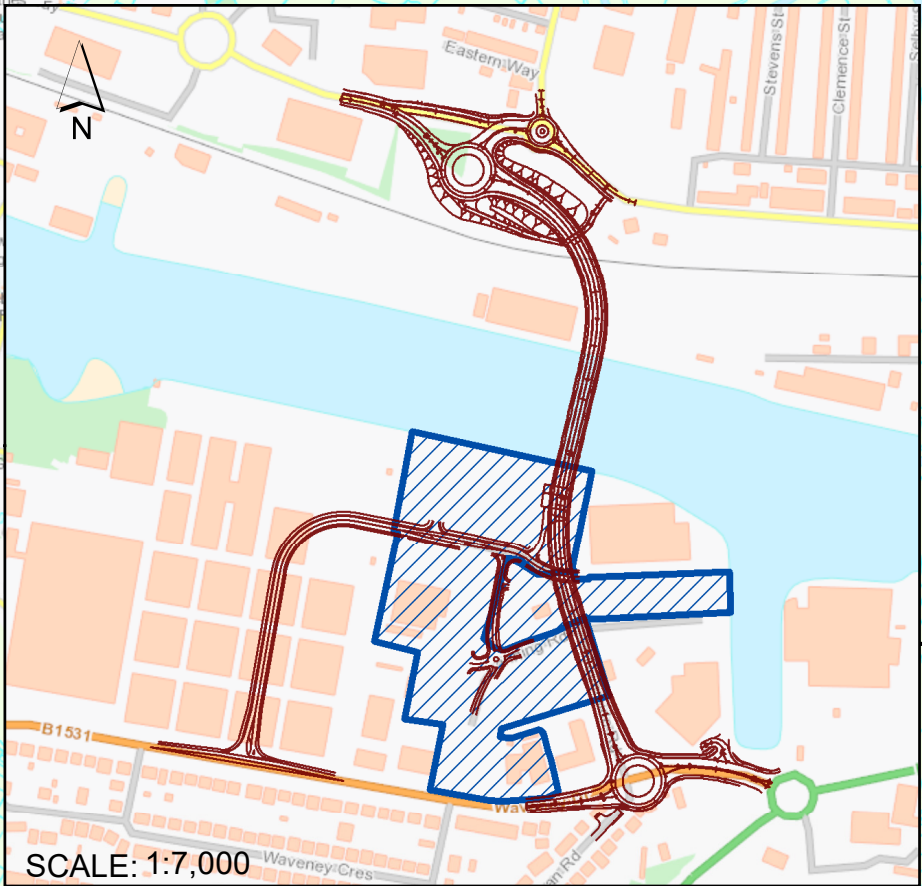
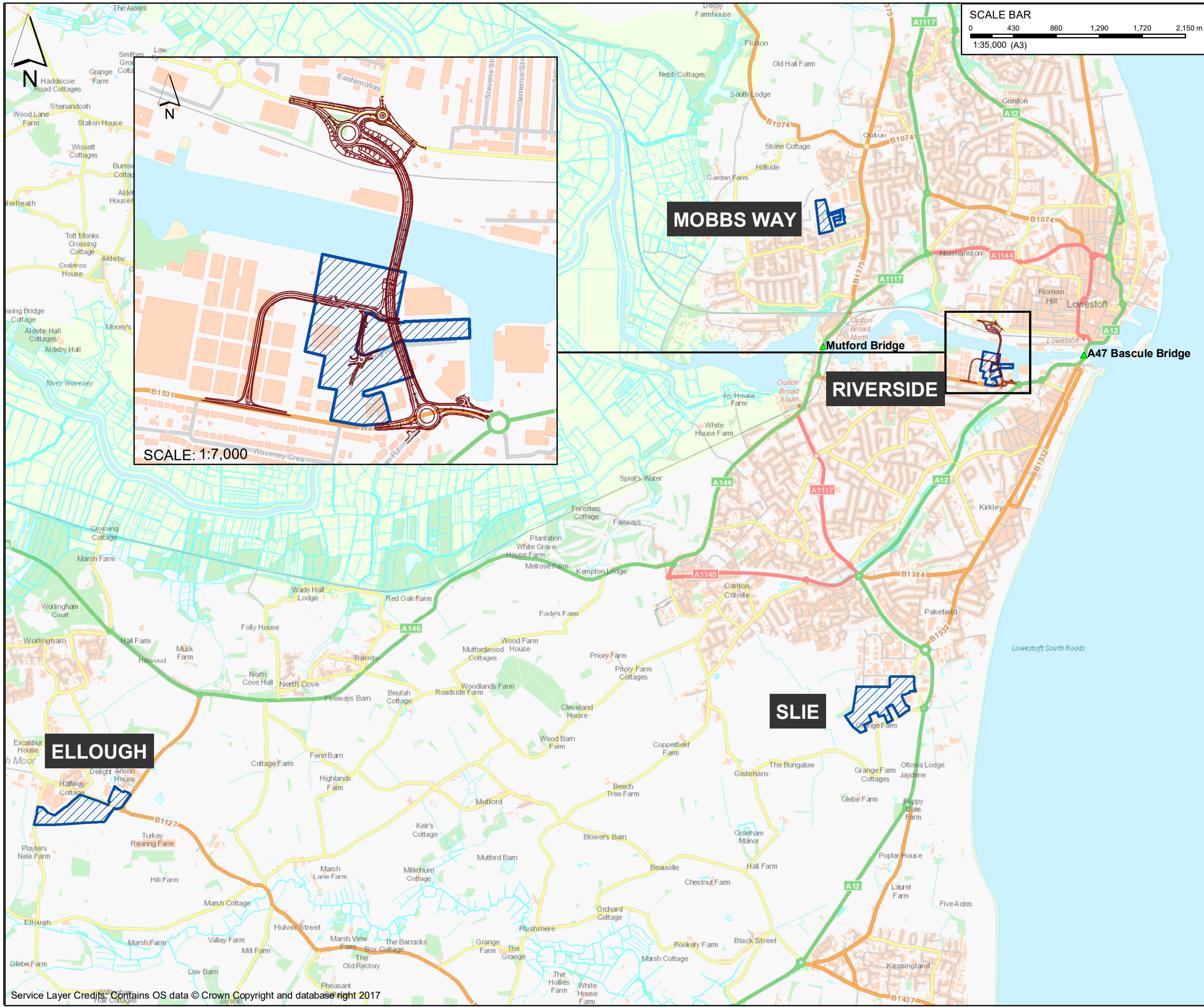
Figure 2.2

Network performance 2012/13
Delay



Source: Highways Agency (April 2014), East of England Route Strategy Evidence Report

Appendix D – Enterprise Zones in Lowestoft





KEY

The Scheme (illustrative)

Enterprise Zones

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P01	DEM	NK	NK	27/06/2018		
SUITABLE FOR INFORMATION						
REVISION	DRAWN	CHECKED	APPROVED	DATE		
DESCRIPTION						
<div>Suffolk County Council</div>						
PROJECT TITLE						
<div>Lake Lothing THIRD CROSSING</div>						
DRAWING TITLE						
Enterprise Zones in Lowestoft						
DRAWING STATUS						
SUITABLE FOR INFORMATION						
DRAWN	CHECKED	APPROVED	AUTHORISED	SUITABILITY		
DEM	NK	NK	MW	S2		
SCALE @ A3 SIZE		DATE		REVISION		
1:35,000		27/06/2018		P01		
DRAWING NUMBER						
Project Originator Volume						
1069948-WSP-EGN-LL-SK-LE-0001						
Location Type Role Number						

Appendix E – Regeneration Opportunities identified in the Lake Lothing and Outer Harbour Area Action Plan

The Area Action Plan identifies specific site allocations which need to be developed to realise the regeneration and revitalisation of the Lake Lothing and Outer Harbour area.

- SSP1 PowerPark
- SSP2 Peto Square and South Quay
- SSP3 Kirkley Waterfront and Sustainable Urban Neighbourhood
- SSP4 East of England Park
- SSP5 Kirkley Rise
- SSP6 Western end of Lake Lothing
- SSP7 Oswald's Boatyard
- SSP8 The Scores (east of historic High Street)
- SSP9 Peto Way / Denmark Road Corridor

These sites are shown in Figure 1 below.

The Scheme makes positive contributions to the delivery of these sites in different ways.

The PowerPark (SSP1) is the area around the Outer Harbour, 1km to the east of the Project and is planned to provide some 24.7 ha of reconfigured employment land (B1, B2 and B8). The strategic aim is to continue developing the PowerPark as a centre of excellence in the marine engineering and energy sectors, building on the existing presence of the OrbisEnergy Centre which provides a start-up space for businesses focused on the energy sector.

Access to the PowerPark is heavily constrained by congestion around the A47 Bascule Bridge, which as described earlier in the Case for the Scheme will be significantly reduced by the Scheme.

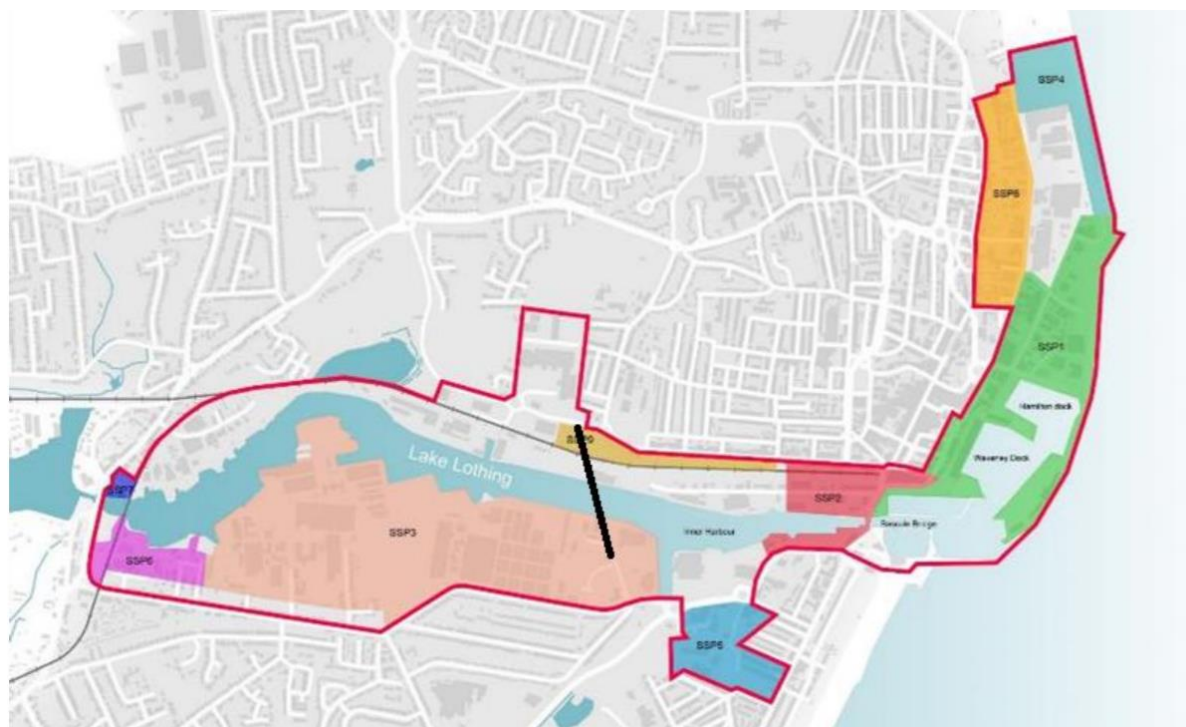


Figure 1: Site allocations in the AAP. Approximate line of project shown by black line.

The other major development site which the Scheme will benefit is the Kirkley Waterfront and Sustainable Urban Neighbourhood (SSP3), in which the Scheme is part located (see below).

The central area of this site includes the premises of the former Jeld Wen timber company, which has extensive waterfront with scope for future port activities, while the Riverside Road employment area (to the east) is a mix of active businesses and vacant land. Brooke Peninsula to the north (12.1 ha) is another now under-utilised area.



Figure 2: Kirkley Waterfront and Sustainable Urban Neighbourhood. Approximate line of the Project show by the black line.

Appendix F - Security Technical Note

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



Document 7.1: Case for the Scheme Appendix F Security Technical Note

Document control

Rev 0	For DCO Submission	June 2018

CONTENTS

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1 Background

1.1 Key safety challenges on the scheme

Congestion and collisions are acknowledged as major problems around the two existing crossing points for Lake Lothing; the A12 Pier Terrace / London Road South junction (north of the A47 Bascule Bridge) is ranked as the sixth most serious for collisions in Suffolk.

1.2 Key security challenges on the scheme

The proposed crossing will be used by vehicular traffic, cyclists and pedestrians, all travelling in relatively close proximity to each other. There have been a number of terrorist incidents across Europe (including two on bridges in London) in which motor vehicles (in this context therefore 'hostile vehicles') have been deliberately driven at pedestrians. There is legitimate public concern regarding such attacks, particularly where the potential escape routes are limited, as they are on a bridge. Consideration must also be given to how vulnerable any high profile structure is itself to the threat of terrorist attack.

1.3 What is the purpose of this technical note?

The technical note, at a high level, describes how consideration has been given to security threats at the third crossing, as a response to the issue being raised during the consultation stage:

- The threat posed by hostile vehicles to users of the crossing.
- The threat to the crossing structure from hostile vehicles and from sea level

1.4 Approach

Both WSP UK Head of Security and the Centre for the Protection of National Infrastructure (CPNI) were consulted as part of this evaluation. (CPNI is the UK Government authority that provides security advice to businesses and organisations across the national infrastructure.)

2 Conclusion and recommendations

2.1 What are the key conclusions of this technical note?

2.1.1 Threat posed by hostile vehicles to users of the crossing?

- The principal defence against hostile vehicles is either to prevent, restrict or otherwise control vehicular access, or to provide physical barriers or obstructions between motor traffic and other users – collectively known as Hostile Vehicle Mitigation (HVM).
- It is reasonable to assess the probability of any vehicle borne terrorist attack on the bridge, or on those using it, as being extremely low, and as such ‘statistically insignificant’ in terms of any reasoned hazard assessment.
- It has not been possible to ‘score’ the risk posed by hostile vehicles to users of the bridge, given the extremely low number of both incidents and casualties arising from them in the UK. This should be seen in the context of the number of both fatalities and injuries arising from road traffic collisions.
- The potential HVM on a bridge such as this could consist of either high impact kerbing throughout, a continuous barrier, or a series of bollards at regular intervals between the vehicle lanes and the pedestrian/cycle paths on either side.
- Research has also suggested that increasing the perceived separation between motor vehicles and others – as these measures would - can lead to marginally higher traffic speeds.
- In any safety risk analysis the mitigation or control measures being proposed must be proportionate to the actual risk being considered. The decision about whether or not a control measure is justified will often be based on economic grounds, but when considering the installation of HVM, the risk that these in turn would present to users of the bridge must also be considered.
- The expected frequency and probability of road traffic collisions occurring is much higher than that of terrorist attack. In any such incidents involving vulnerable road users, in particular motorcyclists and cyclists, the presence of physical HVM barriers or bollards will increase the potential for serious injury.
- The risk here, as with any other bridge where vulnerable road users travel in relatively close proximity to motor vehicles, is that in the event of a deliberate intrusion by a hostile vehicle, people have fewer options in terms of where to run or jump in order to avoid the vehicle. However, this must be seen as an extremely marginal increase in risk from any other road or street environment where motor vehicles are moving in proximity to other users without any physical barrier between them.

-
- Preventing, restricting, controlling vehicular access to the bridge would impinge on the intended function of this crossing to an extent that would be both wholly impractical and disproportionate to the existing threat level.

2.1.2 The threat to the crossing structure from hostile vehicles and from sea level

- The potential for significant damage to be caused to the bridge structure itself from either carriageway level or sea level is extremely limited. The lifting mechanism and its component parts are located outside the vehicle restraint barriers, which are sufficient to prevent vehicle intrusion. Adequate barriers and fenders will be fitted at sea level to prevent contact between vessels and the structure itself.

2.1.3 What are the key recommendations of this technical note?

- The threat of a hostile vehicle attack against users of the bridge is statistically extremely low. Given that physical HVM measures increase potential for injury to vulnerable road users in the statistically much more common event of a road traffic collision, and can marginally increase motor vehicle speeds as a result of perceived separation, their use here is not recommended or justified.
- No additional design measures are required to mitigate the threat to the structure from hostile vehicles or from sea level.
- The technical note is reviewed at the next design stage to see if anything has changed that would affect the outcome of the technical note.

Appendix G – Articles/documents from websites referenced in the Case for the Scheme

Footnote 6 of the Case for the Scheme

Type here to search...

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[Silloth \(Our_Locations/Short_Sea_Ports/Silloth/\)](#)

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[Troon \(Our_Locations/Short_Sea_Ports/Troon/\)](#)

LOWESTOFT

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DRY BULKS



[\(/Trades_Sectors/Offshore_wind/\)](#)

OFFSHORE WIND



[\(/Trades_Sectors/General_Cargo/\)](#)

GENERAL CARGO



**DEVELOPMENT
OPPORTUNITIES**



Situated directly opposite major Continental ports, the Port of Lowestoft serves the busy sea routes between the UK, Europe, Scandinavia, and the Baltic States. The port is linked by A-roads to the M11 and M1 and has quayside rail links. Nearby, Norwich Airport is linked to destinations in the UK and Europe.

OFFSHORE OPPORTUNITIES

- The port is home to the Operation and Maintenance Base for Greater Gabbard Offshore wind farm
- Sembmarine SLP Engineering Ltd offers extensive facilities for the construction of large topside-deck structures and jackets destined for the North Sea and other oil and gas fields and wind farms
- AKD Engineering offers fabrication facilities within the Inner Harbour

- The port is home to a substantial fleet of offshore standby / support vessels
- Facilities are available for ship repairs, including a dry dock

DRY BULKS

- A 14,000-tonne capacity silo and storage facility at Silo Quay accommodates a range of bulk materials, including grain and cement

GENERAL CARGO

- The port's Inner and Outer Harbours accommodate project and specialised cargoes
- The North Quay Terminal provides mobile cranes, together with 16,000 sq m of storage for forest products, steel, and general cargo
- Four modern transit sheds provide 10,000 sq m of storage space. Wide areas of open storage are also available

All our ports are capable of handling a vast array of cargo. Please contact us even if the capability you are interested in is not listed above.

KEY STATISTICS AND BERTHING INFORMATION

- Handles around 100,000 tonnes each year
- Total port acreage = 97 acres

Dock, Jetty or Quay	Quay length	Normal acceptance dimensions of vessels			
		Length	Beam	Draught	MHWS MHWN
Outer Harbour – Docks	1,400 m	125 m	35 m	5.5 m	5.2 m
Entrance Channel & Inner Harbour	2,100 m	125 m	22 m	6.0 m	5.7 m

[TO DOWNLOAD THE PORT PLAN PLEASE CLICK HERE](#)

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Footnote 7 of the Case for the Scheme


[POPULATION](#) > [Map](#)
[Reports](#)

This report looks at the age, gender and ethnic makeup of individual parishes; the currently selected parish is **Lowestoft**.

Source Abbreviation:

ONS* = values aggregated from the Office for National Statistics (ONS) small area population estimates.

Population Estimates

57,663

Total population estimate (2016) ⓘ

Source: ONS*

27,955

(48.5%)

male estimate population
(2016) ⓘ

Source: ONS*

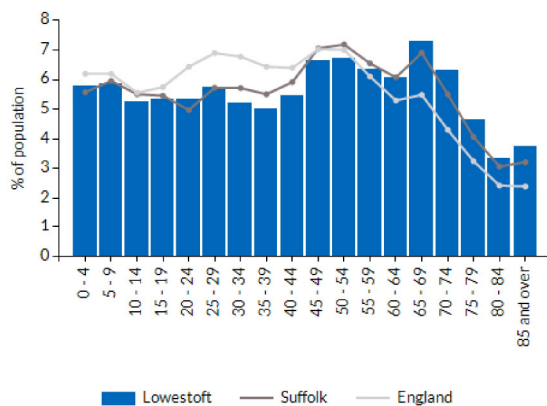
29,708

(51.5%)

female estimate population
(2016) ⓘ

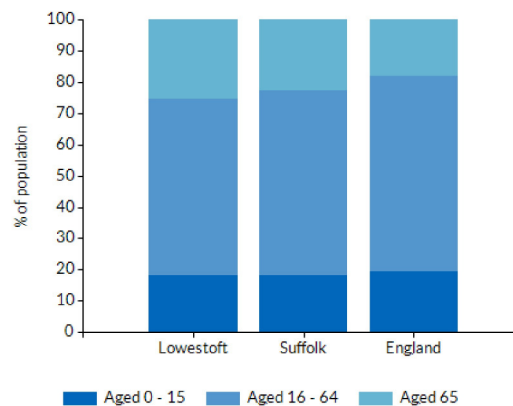
Source: ONS*

Age Group breakdown estimates (2016)



Source: ONS*

Broad Age group estimates (2016)



Source: ONS*

Ethnicity

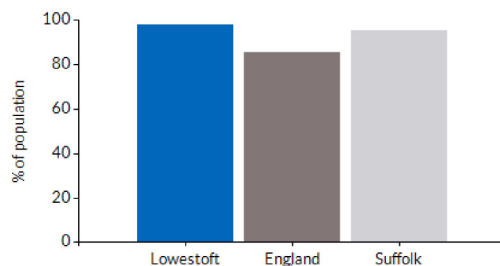
1.2%

of households English is not the main language. ⓘ

97.5%

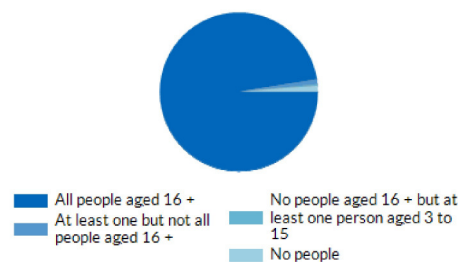
of households all adults have English as their main language ⓘ

White population (2011)



Source: ONS Census 2011

English as main household language in Lowestoft (2011)



Source: ONS Census 2011

Country of Birth in Lowestoft

Ethnic makeup of Lowestoft

Footnote 8 of the Case for the Scheme

ABP EAST ANGLIA

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SECURE JOBS



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2.2 MILLION TONNES
OF CARGO IN 2013



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A KEY OPERATIONS AND MAINTENANCE
BASE FOR ROUND 2 GREATER GABBARD
WIND FARM: HOSTING SUPPLY VESSELS
AND HELICOPTERS SERVICING THE SITE



IDEALLY SITUATED FOR ROUND 3 EAST
ANGLIA ARRAY SITE GOING FORWARD



THE PORT OF LOWESTOFT
IS HOME TO
SEMBMARINE SLP LTD,
GREATER GABBARD
OFFSHORE WINDS LTD, AKD
ENGINEERING, NATIONAL
OILWELL VARCO LTD AND
SEACOR MARINE

Supporting local farms and agribusinesses



ABP EAST ANGLIA HANDLED OVER
**1.3 MILLION TONNES OF
AGRIBULKS**
IN 2013



ABP'S PORT OF IPSWICH
FACILITATES LOCAL TRADE,
**EXPORTING ALMOST
500,000 TONNES
OF GRAIN**
IN 2013



ABP KING'S LYNN IS VITAL
TO LOCAL AGRICULTURE,
**HANDLING 350,000 TONNES
OF AGRICULTURAL
PRODUCTS**
EVERY YEAR

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**A KEY ROLE IN
CONNECTING THE REGION
TO PORTS ACROSS THE
NORTH SEA AND BEYOND**



THE PORT OF IPSWICH SUPPORTS
THE LOCAL CONSTRUCTION
INDUSTRY, IMPORTING
**140,000 TONNES OF
CEMENT AND OVER
300,000 TONNES OF
AGGREGATES ANNUALLY**



ABP'S PORTS IN EAST ANGLIA
HANDLED OVER
**150,000 TONNES
OF TIMBER**
IN 2013

ABP makes a vital contribution to the economy



OUR PORTS IN
EAST ANGLIA SUPPORT
3,577 JOBS
IN THE REGION



AND
5,000 JOBS
NATIONALLY



ABP'S EAST ANGLIA
PORTS CONTRIBUTE
£340 MILLION
TO THE UK ECONOMY
EVERY YEAR



KING'S LYNN: **591 LOCAL JOBS**



LOWESTOFT: **1,174 LOCAL JOBS**



IPSWICH: **1,812 LOCAL JOBS**



INCLUDING OVER
£241 MILLION
FOR THE REGION

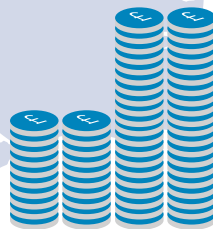
OUR PORTS'
CONTRIBUTION TO
THE LOCAL ECONOMY:



KING'S LYNN:
£40 MILLION



LOWESTOFT:
£79 MILLION



IPSWICH:
£122 MILLION

ABP supports growth

ABP ARE SET TO DOUBLE
INVESTMENT IN EAST ANGLIA
OVER THE NEXT FIVE YEARS,
BOOSTING ABP'S ANNUAL
CONTRIBUTION TO THE
ECONOMY BY
£24 MILLION

Supporting leisure and tourism



ABP'S PORTS IN EAST ANGLIA ARE HOST TO
**TWO FIVE GOLD ANCHOR-RATED
MARINAS** AT IPSWICH AND LOWESTOFT,
OFFERING **PREMIER LEISURE
FACILITIES** AND ATTRACTING
MARINE-BASED TOURISM FROM
ACROSS BRITAIN AND EUROPE



ABP GROUP



ABP CONTRIBUTED
£5.6 BILLION
TO THE UK ECONOMY
IN 2012



ABP PORTS SUPPORT
84,000 JOBS



**ONE QUARTER OF UK
SEABORNE TRADE**
PASSES THROUGH ABP'S
STATUTORY HARBOUR AREAS



**5 OF THE UK'S
LARGEST 20 PORTS**
BY TONNAGE ARE
OPERATED BY ABP



ABP PORTS ARE **CRITICAL TO**
THE SUPPLY CHAIN OF MAJOR UK
INDUSTRIES AND EXPORTERS:



CONSTRUCTION: **2,036,000 JOBS**



AGRICULTURE: **409,000 JOBS**



FOOD & DRINK: **339,000 JOBS**



ENERGY: **327,000 JOBS**



AUTOMOTIVE: **133,000 JOBS**

ABP IS A MAJOR PRIVATE
SECTOR INVESTOR:



£837 million

OF CAPITAL AND OPERATIONAL INVESTMENT
OVER THE NEXT 5 YEARS WILL ADD AN EXTRA

£1.75 billion

TO THE UK ECONOMY EVERY YEAR

ARUP ECONOMIC IMPACT STUDY

About

This summary paper is the outcome of a major study looking at the economic impact of ABP's 21 ports around Britain.

The study identifies direct, indirect and induced jobs associated with ABP's ports. It also measures ABP's economic impact by identifying each ports' Gross Value Added (GVA) contribution. GVA is a measure of Gross Domestic Product (GDP) which excludes taxes and subsidies.

As well as current GVA, the report looks at the additional GVA contribution which will be generated by ABP's programme of investment across the group.

The framework for the study was developed with reference to government guidance on evaluation and economic impact assessments, in particular guidance from HM Treasury and the Homes and Communities Agency.



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www.abports.co.uk

ARUP

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Lowestoft's Bascule Bridge closed for 151 nights in five years

16 February 2012



There are calls for Lowestoft's Bascule Bridge to be handed over to the county council.

It comes as a Freedom of Information request by the BBC shows it was closed for repairs on 151 nights over the past five years.

Its operator, the Highways Agency, said regular maintenance work has to be carried out on the raising mechanisms.

But Suffolk county councillor Guy McGregor said: "I'm sure we could do a much better job."

The drawbridge, which crosses Lowestoft harbour, was opened in 1972 and had an expected lifespan of 30 years.

The Highways Agency spent £2.3m carrying out refurbishments in 2008.

In 2011, there were 21 overnight closures of the bridge, according to agency figures.

David Pickiss, who owns a wine bar and nightclub in Lowestoft, said: "It's absolutely scandalous and it has a detrimental effect every time it's closed."

"We never get a rebate on business rates and there's never any compensation."

A Highways Agency spokesman said: "To ensure a safe working environment for our maintenance staff, it is often necessary to close the bridge to undertake many of these operations."

That programme four years ago was totally mismanaged

Guy McGregor, Suffolk County Council

"Most closures are planned overnight outside of the main holiday season to minimise disruption."

"There are no plans to replace the bridge. The cost of doing so would be prohibitive and would cause major disruption to the area."

Mr McGregor said no formal request had been made to government to take over the bridge, but it was his long-term plan.

'Jobs will flow'

Referring to the 2008 refurbishments, he said: "That programme four years ago was totally mismanaged and there have been failings in terms of maintaining it adequately over the years."

"The road can still remain the Department of Transport's responsibility, but it could be managed by Suffolk County Council."

"[The council] can't go back and revisit the repair scheme, because that money has to come from government, but we could manage the maintenance of the bridge and the road closures much better."

There has been a long-standing suggestion that Lowestoft needs a third harbour crossing to support the town's economy.

Peter Aldous, Conservative MP for Waveney, said: "We've got to make the case with the councils to the government that if you provide the funding, then jobs will flow from that."

Share this story About sharing

More on this story

Footnote 20 of the Case for the Scheme

Lowestoft Journal

HOT TOPICS: SIGN UP TO IN BRIEF | NOMINATE YOUR STARS OF LOWESTOFT AND WAVENEY

CLICK HERE

for your great **READER OFFERS** at



'Extreme summer heat' causes Bascule bridge in Lowestoft to get stuck causing traffic delays

PUBLISHED: 16:18 18 June 2017 | David Hannant

Lowestoft's Bascule bridge was closed for around an hour on Sunday, after "extreme heat" caused the bridge to get stuck.



Share

Police and firefighters divert traffic away from Bascule Bridge in Lowestoft. Picture by Amy Smith

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Highways England
@HighwaysSEAST

Good news! @LowestoftPolice and @SuffolkFire have reopened the #A12 (#A47) in #Lowestoft, the #Bascule Bridge.
[twitter.com/HighwaysEAST/s...](https://twitter.com/HighwaysEAST/status/865412345678901234)

3:54 PM - Jun 18, 2017

2 See Highways England's other Tweets

‘Extreme summer heat’ causes Bascule bridge in Lowestoft to get stuck causing traffi...

Emergency services were alerted at around 2.50pm after the bridge, which is on the A12, got stuck.

Motorists were faced with heavy delays, as police diverted traffic to Oulton Broad and away from the bridge, which was closed in both directions.

A Highways England spokesman said the reason the bridge got stuck was due to the high summer temperatures.

They said: “The A12 is the main road through Lowestoft, but extreme summer heat meant that the hinges on the bridge seiezed up.

“The emergency services knew exactly what to do and headed straight down to the site. Firefighters then hosed the bridge down, which cooled the hinges allowing them to operate again.”

The bridge re-opened just before 4pm, after the problem was rectified.

Footnote 25 of the Case for the Scheme

[SSE.COM](#)[WHAT WE DO](#)[OUR PROJECTS AND ASSETS](#)[GREATER GABBARD](#)

GREATER GABBARD

CATEGORY: RENEWABLES**ENERGY TYPE:** OFFSHORE WIND**PROJECT TYPE:** ASSET

On 7 August 2013, SSE and RWE Innogy welcomed Michael Fallon MP, Energy Minister, to the official opening of the 500MW Greater Gabbard Offshore Wind Farm in Lowestoft, Suffolk.

- £1.6bn investment has delivered 140 turbines capable of providing enough renewable energy to supply around 530,000 homes each year
- three 45km long cables, known as export cables, bringing power onshore
- around 100 permanent jobs created at the £1.5 million operations and maintenance base in Lowestoft – 95% employed from local area

You can view Greater Gabbard Offshore Winds Limited UK Tax Strategy [here](#).





QUICK OVERVIEW

Greater Gabbard Offshore Wind Farm is a substantial operating asset contributing a significant amount of electricity to help meet consumer demand. It also further diversifies the UK energy portfolio with a carbon free electricity source in support of low carbon energy objectives.



NEWS

Michael Fallon MP, Energy Minister officially opened Greater Gabbard wind farm on 7 August 2013.

The 140 wind turbines manufactured by Siemens has three 45km long cables, known as export cables, bringing power onshore. The operations base in Lowestoft employs 100 people.

Please [click here](#) to view a video for more information.



COMMUNITY

We recognise that our investments in new electricity generation benefit from the co-operation of the local community in a variety of ways, particularly during the construction phase. In recognition of this, our policy is to establish long-term funds to support community projects in areas where we are developing generation projects.







Please visit our [Communities](#) page for more information.

MORE INFORMATION

[Case studies](#)

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SCOTTISHPOWER RENEWABLES AGREES THIRTY-YEAR DEAL WITH PORT OF LOWESTOFT

19/11/2015

ScottishPower Renewables has announced a second boost for the renewable energy industry in East Anglia. The day after the company officially submitted plans for the East Anglia THREE project, a thirty-year deal has been agreed with the Port of Lowestoft to act as a construction and operations hub for the East Anglia ONE offshore windfarm.

Following discussions with Associated British Ports, ScottishPower Renewables will utilise the Port of Lowestoft as its construction management base for East Anglia ONE, and also the main Operations and Maintenance hub for the anticipated 30 year lifespan of the windfarm. The agreement will be worth approximately £25 million over the lifetime of the project.

Initial investment in the port will be used to establish the new operations facility and to carry out upgrades and modifications to the port and surrounding harbour area. Approximately 100 people will be employed full-time at the port when East Anglia ONE is completed, with thousands of contractors and supply chain operators working from the site every year and contributing substantially to the local economy.

This follows on from ScottishPower Renewables' announcement on Wednesday that plans for the East Anglia THREE offshore windfarm had been officially submitted to the Planning Directorate. The development will require up to 172 wind turbines and covers an area of

305km² in the southern North Sea. Once completed, East Anglia THREE could power the annual electricity demands of more than 750,000 homes. If approved, it is anticipated that onshore construction could begin in 2021, with offshore work starting in 2022 and first power generation achieved in 2023.

Jonathan Cole, Managing Director of Offshore Wind at ScottishPower Renewables, said:

"Today's announcement will help to make the East Anglia region the leading destination for investment and job creation in the UK's Offshore Wind Power industry.

"A new vision document published this week highlighted the huge potential of offshore wind power to contribute sustainable, cost-effective electricity for the UK, as well as helping the economy to grow. What happens in East Anglia will be fundamentally important in delivering this vision. Off the coast of Norfolk and Suffolk billions of pounds of investments are being made, and tens of thousands of job opportunities are being created.

"In Lowestoft, we will manage construction activities and operate and maintain our East Anglia ONE project for at least the next three decades. This will support highly skilled, long-term jobs, both directly and across our supply chain. Every year during the construction phase and operations phase of the project, millions of pounds will be injected in to the local economy.

"Our East Anglia THREE planning submission also highlights our continued commitment to the region, and the tremendous potential in the East of England to develop further large offshore wind projects. We have helped to drive costs down in the industry, which increases the prospects of these major infrastructure projects being delivered. We hope for a successful outcome to our application, and we look forward to continue growing the offshore wind industry in East Anglia."

ABP Director Andrew Harston said: "ABP's Port of Lowestoft already supports around 1,200 jobs and contributes around £80 million to the economy each year. This significant investment by ScottishPower Renewables, with its potential to create long-term, skilled jobs and boost the economy, is another example of how the port can make a valuable contribution to the prosperity of the town and its hinterland."

For more information please contact Lyn Peters or Sophie Fraser

Tel: 01394 276923 Lyn M: 07469 7024410 Sophie M: 07469 244397 or email eaone@pier-marketing.com (mailto:eaone@pier-marketing.com)

Notes to Editors

Port of Lowestoft Agreement:

- The programme of work will begin in 2016, and modifications will include dredging and construction of new pontoon facilities, site preparation and construction of onshore buildings including offices, warehouses, workshops and storage areas.
- A new state-of-the-art operations and maintenance control building will be constructed between 2018 and 2020.

About East Anglia ONE:

East Anglia ONE will see around 102 wind turbines installed in the southern North Sea, approx. 26 miles off the coast. The overall investment will be in the region of £2 billion, and the project is planned to meet the annual electricity demands of around 500,000 homes.

Construction is planned to commence in 2017, with the first turbines installed by 2019, and hopes that the project will be fully operational during 2020.

East Anglia ONE Offshore Windfarm project is likely to include:

- Offshore wind turbines and foundations (102 wind turbines to provide an installed capacity of 714 megawatts).
- An offshore substation platform and its foundation to collect the electricity from the turbines and transform it to a form suitable for transfer to shore.
- Two seabed export cables, each around 73 km in length, to transfer the electricity to shore.
- A landfall site with onshore transition pits to connect the offshore and onshore cables.
- Up to six onshore underground cables, each of around 37 km in length, to transfer the electricity from landfall to an onshore converter station.
- Up to eight cable ducts for two future East Anglia projects to connect into Bramford Substation. This could limit the impact of future construction operations as cables for these future projects would be pulled through the pre-laid ducts.
- An onshore substation adjacent to the existing substation at Bramford, Suffolk, to connect the offshore windfarm to the National Grid.

About East Anglia THREE:

East Anglia THREE was initially a 50/50 joint venture between ScottishPower Renewables and Vattenfall. In August 2015 ScottishPower Renewables and Vattenfall agreed to independently take forward offshore windfarm projects within the 'East Anglia Zone'. This followed-on from industry-wide changes agreed with The Crown Estate, whereby 'zone development agreements' were replaced with project specific agreements.

ScottishPower Renewables is developing projects in the southern area of the zone, which includes East Anglia THREE, with Vattenfall developing projects in the northern section of the zone. The overall capacity remains at up to 7.2 gigawatts (GW) of potential, with each developer working on proposals for around half of the overall capacity.

The full East Anglia THREE project will include:

- Offshore wind turbines and foundations, up to 172 wind turbines to provide an installed capacity of 1,200MW
- Up to 6 offshore electrical platforms and their foundations to collect the electricity from the turbines and transform it to a form suitable for transfer to shore.
- Up to 4 seabed export cables, totalling around 664km in length, to transfer the electricity to shore.
- A landfall site with onshore transition pits to connect the offshore and onshore cables.
- Up to twelve onshore underground cables, each of around 37km in length, using the consented East Anglia ONE cable route to transfer the electricity from landfall to an onshore converter station/substation at Bramford to connect to the National Grid.

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Footnote 27 of the Case for the Scheme

https://www.scottishpowerrenewables.com/news/pages/scottishpower_renewables_an... 06/05/2018

Ignacio Galán, Chairman and CEO of Iberdrola, parent company of ScottishPower Renewables, said: "We are delighted to be working with Vattenfall on what will be one of the world's largest windfarm developments.

"There is no doubt that delivering the East Anglia Array will be a major engineering challenge but, as the largest developer of onshore wind power in the UK, we have acquired a great deal of expertise in the last 15 years that will help us to achieve such an ambitious project," added Galán, who is also Chairman of ScottishPower and of Iberdrola Renewables.

Lars G. Josefsson, the President and CEO of Swedish energy utility Vattenfall, said: "Making electricity clean is Vattenfall's promise to its customers and society and offshore wind is a cornerstone of our contribution to a better climate. Vattenfall is therefore delighted to be working with ScottishPower Renewables and we are excited about the prospect of using our wide and varied offshore wind experience gained building schemes across Europe by developing a wind farm off the East Anglia coast."

Roger Bright CB, Chief Executive of The Crown Estate said: "I am delighted to announce that ScottishPower Renewables and Vattenfall have been awarded the right to develop the East Anglia Array in our Round 3 offshore wind programme. The 32GW of installed capacity proposed by the offshore wind energy developers for 2020 would supply a quarter of the UK's electricity needs. This means the UK will have a secure and low carbon electricity supply. In addition, the UK economy will benefit as offshore wind is a growth industry that will create new businesses and jobs as well as attracting inward investment. The Crown Estate has the vested rights to develop the UK seabed for renewable energy and will continue to be a co-investor up to the point of consent. Our role now is work together with our development partners to help deliver the projects."


Energy and Climate Change Secretary Ed Miliband said: "Our island has one of the best wind energy resources in Europe and today's news shows we're creating the right conditions for the energy industry to invest in harnessing it. This is one of the strongest signals yet that the UK is locked irreversibly into a low carbon, energy secure prosperous future."

The partnership has established a joint-venture company called East Anglia Offshore Wind Ltd and its team of specialists have now started to assess the engineering challenges of the East Anglia zone and research any potential significant environmental effects.

ScottishPower Renewables and Vattenfall are hoping to submit the first planning application in 2012. If approved, it is anticipated that construction would begin in 2015 and would be carried out in phases.

Notes to Editors:

*Source: New Energy Finance

- ScottishPower Renewables is part of Iberdrola Renovables, the largest wind energy company in the world with an installed capacity of close to 11,000 MW at the end of 2009, and a pipeline of over 57,400 MW. ScottishPower Renewables had over 800 MW of installed capacity at the end of 2009, and a pipeline of 5,115 MW.
- Iberdrola Renovables has a presence in 23 countries around the world.
- ScottishPower Renewables is currently developing offshore energy projects in the UK totalling more than 1,700 MW, including co-development of the 500MW West of Duddon Sands offshore wind project.
- The company is already the largest developer and generator of on-shore wind energy in the UK, with Europe's largest wind farm at Whitelee which was completed in May 2009.
- www.scottishpowerrenewables.com  (<http://www.scottishpowerrenewables.com>)
- Vattenfall AB is the state owned Swedish energy utility. It is Europe's fifth largest generator of electricity and largest generator of heat. It currently operates nearly 400MW of offshore wind capacity around Europe, including the 90MW Kentish Flats, off Whitstable in Kent. It also has 2,700MW of offshore wind capacity in the pipeline and includes under construction more than 400MW of offshore wind capacity around Europe including the 300MW Thanet Wind Farm, also off Kent and operational in 2010, and the 150MW Ormonde Wind Farm, off Barrow-in-Furness.
www.vattenfall.co.uk  (<http://www.vattenfall.co.uk>) | www.vattenfall.com  (<http://www.vattenfall.com>)
- East Anglia Offshore Wind Ltd is the joint-venture company, owned 50-50 between ScottishPower Renewables and Vattenfall AB, set up to bid for licenses in Round 3 and develop projects if successful.
www.eaow.co.uk  (<http://www.eaow.co.uk>)



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Footnote 31 of the Case for the Scheme



1. Home (<https://www.gov.uk/>)

News story

Prime Minister announces long term economic plan for the East of England

Jobs, transport, science, agri-tech, energy and defence are at the heart of the six point long term economic plan for the East of England

Published 19 February 2015

From:

HM Treasury (<https://www.gov.uk/government/organisations/hm-treasury>), Prime Minister's Office, 10 Downing Street (<https://www.gov.uk/government/organisations/prime-ministers-office-10-downing-street>), The Rt Hon David Cameron (<https://www.gov.uk/government/people/david-cameron>), and The Rt Hon George Osborne (<https://www.gov.uk/government/people/george-osborne>)

This was published under the 2010 to 2015 Conservative and Liberal Democrat coalition government



The Prime Minister today set out his six-point long term economic plan for the East of England showing what has been delivered, what is underway and what more can be done to make the regional economy prosperous in the long term.

In a speech at Felixstowe Port, the Prime Minister set out the detailed plan as part of a day long tour of the region. The plan aims to:

1. increase the long term growth rate of the East of England to at least the long term growth rate of the whole UK, adding more than £12bn in real terms to the East of England economy by 2030. This is equivalent to nearly £2,000 more per person compared to the East continuing on its long term average growth path
2. create 250,000 extra jobs in the East of England by 2020, by backing the new and existing strengths in industry in the East, business investment and new start-ups

3. take forward £4.2bn of investment in transport in the East of England, boosting road and rail connections across the East – including widening the study into the East-West rail line, looking at the case for electrifying the rail line from Felixstowe to Birmingham, reaching an important milestone in delivering the new East Anglia rail franchise, and delivering on road improvements, including the A11 and the A47
4. build on the East's world-class science and technology base by supporting universities and high tech industries, and maximise the East's role in defence – including funding the Cambridge Science Park Technology Centre, welcoming exciting new science projects such as the University of Essex's Knowledge Gateway, and cementing the East as the first line of defence at home and abroad with the RAF's fast jet hub
5. capitalise on the inherent strengths of the East, boosting the rural economy and reaping the benefits of the more than £50bn that will be invested in the energy sector over the next 20 years, in offshore wind farms, oil and gas exploration and extraction, and nuclear energy. This includes backing agri-tech, plans for new Food Enterprise Zones for the food industry, and the potential expansion of the energy Enterprise Zone at Great Yarmouth and Lowestoft
6. ensure a better quality of life in the East, supporting the construction of over 15,000 new homes, making improvements to local education so that over 90,000 more pupils attend outstanding schools, and backing culture through investments in local sights and encouraging more regional protected food names

There are no quick fixes to achieving these important goals, so the Prime Minister and Chancellor are also setting out a specific timetable to deliver the key concepts of this plan over the five years of the next parliament, and the following decade. As important next steps in the plan for the East of England, the Prime Minister announced a number of new measures to improve transport links and invest in the science, defence, and energy sectors:

- exploring the case to electrify the Felixstowe to Birmingham railway line, launching a new competition for the new East Anglia franchise, considering reviving the Wisbech-March-Ely line and welcoming £260m new private investment at Felixstowe Port
- government will also extend the study already underway of the East-West Rail (Bedford to Cambridge) to explore the options for the Eastern section of the line and consider the possibility of a new station south of Cambridge at the new Addenbrookes campus
- new funding for the new Science Park technology centre in Cambridge and backing exciting proposals that aim to turn science into growth, such as the University of Essex's Knowledge Gateway. The long term plan will also cement the East as the first line of defence at home and abroad as the RAF's fast jet hub
- we will support the secondment of thirty excellent middle leaders to work in challenging schools in the East to help raise standards in the region's schools
- the plan backs jobs and marine expertise in Lowestoft by developing long-term plans for CEFAS. We will support the unique strength of the East's food industries through Food Enterprise Zones and increasing the ambition for Protected Food Names

- the government is inviting the energy Enterprise Zone at Great Yarmouth and Lowestoft to build on its contribution to the local economy and consider expanding its activities, taking action to ensure that local businesses are able to access the supply chain for Sizewell C, providing support to the gas sector in the region, and tackling skills barriers across the energy sector

As both the Prime Minister and Chancellor have set out clearly, the only way for the UK's recovery to be truly sustainable is for it to be truly national. While the challenge is significant, so is the prize ahead. By pursuing this plan the Prime Minister and Chancellor aim to achieve real outcomes for the people of the East of England who have already seen the fastest employment growth in England outside of London under this government.

The Prime Minister will be visiting a variety of businesses and institutions across the East of England to hear how the government's long term economic plan is delivering for them and what more can be done to support the region.

Prime Minister, David Cameron said:

Our long term economic plan is working in the East of England. The region has 80,000 more businesses and the fastest growth in employment in England outside London. Nearly 200,000 more people have the financial security that a job and regular pay-packet bring since 2010. I am determined to go further and we will keep working through our plan to secure a brighter future for hardworking people across the East of England by making the most of the region's strengths in science, defence and energy, ensuring we have world-class infrastructure and backing business to create more jobs.

Chancellor of the Exchequer, George Osborne said:

The East of England is growing and creating jobs and on many measures is doing so more quickly than other parts of our country. We need to maintain this which is why the Prime Minister is today outlining the next steps in our long term economic plan for the East of England. That plan aims to deliver 250,000 new jobs and boost the East of England's growth by over £12 billion.

Timetable for Action – Implementation in the East of England 2015-2030

2015

Employment and productivity

- in the £48.5m expansion of the New Anglia Growth Deal, announced 29 January, government committed to:
 - supporting the expansion of the flagship Growing Business Fund to help ambitious SMEs to grow and create new employment

- supporting innovation within Norfolk and Suffolk by building Innovation Centres in Ipswich and King's Lynn, providing the right environment for innovative business to set up and grow. This includes the King's Lynn Innovation Centre, which will house 15 new businesses, and the Ipswich Waterfront Innovation Centre
- through the £22.3m expansion of the Hertfordshire Growth Deal, announced 29 January, government has made £19.63m of borrowing available to Dacorum Borough Council at the Public Works Loan Board project rate to support regeneration in Hemel Hempstead. The proposed projects, which will bring additional employment, housing and leisure uses together with substantial urban realm improvements, are part of a holistic plan to regenerate Hemel Hempstead's town centre
- on 29 January, government announced a £46.1m expansion of the South East Growth Deal. This includes support for the regeneration of the town centre in Purfleet, linked to investment in new film, TV, media studio development. In the initial phase, this project is expected to create up to 530 homes and 200 jobs

Transport and connectivity

- government's rural broadband programme has seen over £100m of public money invested in the East of England, with almost 300,000 more premises now able to access superfast services
- Cambridge is one of the UK's 22 Super Connected Cities. SME broadband connection vouchers are available in the city, and wifi will be live in 91 public buildings by March.
- broadband connection voucher scheme is now also available in Peterborough, and will be available in Norwich and Ipswich from 1 April
- BT will begin trialling their ultrafast G.Fast technology, which can provide speeds of up to 500mps, in Huntingdon in the summer of 2015
- The new East Coast franchise, starting in March 2015, will benefit all passengers between London and Edinburgh, with upgraded train interiors being introduced from 2015 to 2017
- Road Investment Strategy announced at Autumn Statement 2014 will see £15.7bn committed to new and existing schemes nationwide, starting from 2015. £3bn of that will be spent in the East
- Port of Felixstowe are investing £60m to upgrade berths 8&9 to accommodate the largest container ships, with this work in progress during 2015. In future they will also be investing £200m to construct a wholly new berth, the port's tenth
- government has committed to Local Growth Funding for 2015, through a number of Eastern Local Growth Deal allocations, including £4m for a new Eastern Relief Road in Bury St Edmunds, investment in the A414 Maldon to Chelmsford Route Strategy, and £3m for redevelopment at Bourges Boulevard, Peterborough, including improved access to the railway and bus stations
- work will begin on the A5-M1 Link road – a new junction 11A on the M1 north of Luton plus a road linking to the A5 north of Dunstable
- Postwick Hub A47 junction improvement is due to complete in October 2015

- Ipswich Town Centre Transport Package is due to complete in September 2015. This is an integrated package of changes to the town centre bus interchanges; expansion and improvement of other bus facilities; an Urban Traffic Management and Control system; a Real Time Passenger Information system; and a detailed programme of improvements to walk/cycle routes and crossings in and around the town centre

Science, technology and education

- As part of the £22.3m expansion of the Hertfordshire Growth Deal, announced 29 January, the government will:
 - support a scientific Knowledge and Innovation Hub at the University of Hertfordshire that will integrate Knowledge Transfer and Doctoral Training Programmes in an incubation facility attached to the University's School of Life Sciences;
 - support redevelopment of the Oaklands Welwyn Garden City campus to include a STEM centre; and
 - support the development of a North Herts College Design and Innovation Centre
- Cambridge University Maxwell Centre for physical sciences completion is expected by October 2015. The new facilities will provide the space and environment for research scientists from industry to collaborate with university research groups to address both shorter term industry challenges and more exploratory blue skies research. The project also aims to increase collaboration with SMEs and act as a hub for doctoral training. £63m project with £21m government contribution from the Research Partnership Investment Fund
- government has already opened 573 academies, 30 free schools, 6 University Technical Colleges and 5 studio schools in the region over this parliament. This commitment to education will continue with another 61 academies, 8 free schools and 1 University Technical College due to be established. It is estimated that the new free schools and UTC will provide another 4,865 school places between them

Agri-tech and rural economy

- a total of £49.18m has been invested in the East of England between 2010 and 2015 under the Rural Development Programme. This funded schemes including the Rural Economy Grant, Farming and Forestry Improvement Scheme and Flood Recovery Fund – all help support and grow the regional economy. Some of the projects funded include:
 - £422,000 to provide commercial kitchen space for local artisan food producers and educational facilities at the Suffolk Cookhouse Project – creating 33 new jobs and benefiting 12 businesses
 - £761,000 to build an advanced grain processing facility and extra storage capacity at Yaregrain PLC in Norfolk to improve the quality of cereals supplied to key customers. 53 farm businesses are using the facility, with 2 new jobs created.
 - £125,000 to build an irrigation reservoir for an arable farming business (Charles Wharton Ltd) in Norfolk. The reservoir increased the irrigable area by 235ha, safeguarding 6 jobs and raising profitability

- £163,000 to the Stoke by Nayland Resort Project in Essex in order to transform a 3-star hotel into a 4-star international golfing resort. This increased overnight stays, created 4 new jobs and safeguarded 10 more
- Between 2015 and 2020, the East of England will benefit from its share of over £3bn of funding for environmental schemes and £141m for farming and forestry productivity under the Rural Development Programme 2014-2020. While this money is yet to be allocated, priorities for investment by the regions LEPs include:
 - Support for vocational training
 - Investment in infrastructure
 - Farm and business development
 - Advisory services, farm management and farm relief services
 - Basic services and village renewal in rural areas, such as renewable energy, energy saving, broadband infrastructure, tourism
- East of England will also receive a further circa £47.45m from European Agricultural Fund for Rural Development via the Local Enterprise Partnerships and the LEADER Local Action Groups
- £3.2m from Regional Growth Fund in 2013 was used to create the Eastern England Agri-Tech Growth Initiative to invest in new market and supply chain development, essential skills training, and the progression, application and commercialisation of R&D across the Eastern area. In 2014, £0.5m of this grant was awarded to the Agri Gate Research Hub to develop a new agri-tech innovation centre in Soham. In total, there is a planned investment of £1.76 million into the new scheme over the next three years. The project, led by the National Institute of Agricultural Botany (NIAB), will provide a facility for farmers & growers, food businesses, schools & colleges and other users to complete applied research work to reduce waste in the food chain and improve production efficiency, creating a link between research generated by the major research organisations in the region and end users, ensuring that local businesses remain at the forefront of technical developments. Overall, the project will create 77 new jobs, 15 apprenticeships and safeguard 148 jobs, with further growth across the industry as a result of the research undertaken at the Hub
- government will commit £1.5m to help plans get off the ground for the redevelopment of Drill Hall in Great Yarmouth to support a dedicated circus and street art development centre. The project aims to regenerate the surrounding area through providing community spaces, increased tourism and developing derelict land. Energy and coastal communities
- thanks to government's field allowance for large shallow water gas fields, the Cygnus project is due to start producing gas later this year. The project is driving £1.4bn of investment, supporting more than 4,000 jobs
- on 29 January, the government announced a £48.5m expansion of the New Anglia Growth Deal. This includes:
 - support for developing the skills of local people by creating a skills programme and also building a new Engineering and Innovation Technology Centre at West Suffolk College, Bury St Edmunds. This new centre will provide more apprenticeships, training for employees and full-time higher education focused on the energy, engineering and advanced manufacturing sectors
 - additional funding for the Growing Places Fund and further investment in the Great

Yarmouth and Lowestoft Enterprise Zone, to develop the energy sector.

- development of flood defences at Lowestoft
- homes across the region will be better protected from floods thanks to an unprecedented six-year £2.3 billion flood defence programme, announced at Autumn Statement, providing better protection for at least 300,000 households nationwide by 2021. The programme will also support economic recovery and growth, working alongside partners including private companies, local planning authorities and Local Enterprise Partnerships (LEPs). It will help avoid over £30bn in long-term economic damages. A wide variety of flood risk management schemes will be delivered, including work to improve flood storage and to prevent tidal erosion. Examples of new schemes include:
 - 17 schemes that will be led by Internal Drainage Boards (IDB) and will deliver improved flood protection to 2,800 properties for £18 million of government investment. This includes Islington Flood Risk Management Scheme delivered by Kings Lynn IDB that will protect 820 residential and commercial properties
 - first project supporting the Wash East Coastal Management Strategy will be developed in partnership with the Borough Council of Kings Lynn and West Norfolk and the local community. This project will look to provide continued protection to 570 properties and 4,500 static caravans
 - new phase one Flood Risk Management scheme at the Thames Estuary is attracting over £62 million in Grant in Aid funding between 2015 and 2021. This scheme consists of a number of flood risk management activities that will protect communities, homes and businesses located along the estuary
 - new tidal works, attracting over £17 million in government funding, will help protect homes and businesses in Great Yarmouth. Many people were affected by the tidal surge last December and this continued investment will help protect them from high seas in the future
 - £18.6 million of government funding will continue the investment in delivering a new coast protection scheme for Clacton-on-Sea and Holland-on-Sea. These defences will protect homes and businesses along a 6km stretch of the coastline and encourage further regeneration of the area
 - £7 million of government funding is set to be contributed to a new flood defence scheme at Lowestoft which will help protect around 840 properties
- Continuing government commitment to building more houses in the East of England:
 - Affordable Homes programme has invested £442m to deliver 22,380 affordable homes in the region
 - through Help to Buy, over 9,000 households have been supported into home ownership in the East of England
 - The Get Britain Building scheme has committed to an investment of £11.9m which enabled work to start on 379 new homes in the East of England
 - HCA Land Programmes have invested £47m to support local economic growth and regeneration in local communities, and has seen work start on 1,539 homes (1,402 of which have been completed)
 - Builders Finance Fund – First starts on site for schemes during 2015. Bids have been received for £44m of funding which, if successful, will deliver up to 735 new homes

- Local Growth Fund/Large Scale Infrastructure Fund – Projects will be approved and contracted during 2015/16
- Large Sites infrastructure Fund - First schemes to contract in early March 2015

2016

Transport and connectivity

- September 2016 Network Rail Initial Industry Plan for the five years of funding from 2019 onwards will be informed by a Network Rail study looking at the costs and benefits of electrifying the railway between Felixstowe and Birmingham
- government will explore the case for electrification from Felixstowe to Birmingham, with a report expected in 2016
- government is launching the competition for the new East Anglia franchise by issuing the OJEU notice (in 2015) which sets out the government's strategic intentions for this line during the next franchise period. This is the next step in supporting the key recommendations of the Great Eastern Main Line Task Force. Bidders for the new franchise will be incentivised to submit plans for achieving a reduction in journey times from Norwich to London to 90 minutes. The specifications of the timeline will be released to bidders in August 2015 and the new contract will commence in October 2016
- work will begin on the A14 Cambridge to Huntingdon – a major upgrade to the A14 between the A1 and north Cambridge, widening the road to three lanes, providing a new bypass around Huntingdon, creating distributor roads for local traffic and remodelling key junctions along the route
- government is extending in 2015 the study already underway of the East-West Rail (Bedford to Cambridge) to explore the options for the Eastern section of the line. Specifically the study will consider how East West Rail could connect Oxford with Ipswich and Norwich. The study will also consider the possibility of a new station south of Cambridge at the new Addenbrookes campus, with a report expected in 2016
- government has committed to additional Local Growth Funding between 2016 and 2021, through a number of Eastern Local Growth Deal expansions, including: £38m for Greater Cambridge Greater Peterborough Local Enterprise Partnership which will include contribution to the construction of a new Ely Southern Bypass; improvements to access and reduced congestion in Chelmsford city centre as part of a £46 million expansion of the South East LEP Growth Deal; £5m towards the A13 Widening project in Thurrock, Essex

Science, technology and education

- Cambridge Science Park Technology Centre, which is benefitting from a £4.8m government investment, is expected to open for business in September 2016. It will create 160 jobs in high-tech small businesses, with continual churn of new businesses every 5 years
- as part of government's £300m investment, infrastructure work will continue at RAF Marham in order to get it ready as a base for the new Joint Strike Fighter fleet

- expected completion in September 2016 of the Cranfield University Aerospace Integration Research Centre. This world-leading research capability in aerospace systems design and integration will research innovative aerospace technologies with the aim of achieving ambitious performance, emission control and efficiency targets for future aircraft. It is a £30m project with £10m government contribution from the Research Partnership Investment Fund
- Cell Therapy Catapult's manufacturing centre will be built on the Stevenage Bioscience Catalyst campus. This is a £55m state-of-the-art manufacturing centre that is expected to create up to 150 jobs, generate £1.2bn of revenue by 2020, and drive economic growth in the county

Energy and coastal communities

- Cygnus project is expected to supply 5% of UK gas production by in 2016, enough to power over 1.5 million homes in Britain
- key flood defence work is expected to see investment of approximately £22.6m in financial year 2016/17
- ongoing investment in essential waste management infrastructure through PFI credits in the East of England will amount to £67.1m in financial year 2016/17
- further schemes under the Large Sites Infrastructure Fund will proceed to contract by March 2016

Quality of life

- 30 excellent middle school leaders undertake one-year secondments to challenging schools in the East of England

2017

Transport and connectivity

- superfast broadband will be available to 95% of premises nationwide
- completion of the A5-M1 Link road – a new junction 11A on the M1 north of Luton plus a road linking to the A5 north of Dunstable. This will serve as a diversion for the A5 through Dunstable, allowing strategic traffic to bypass the town

Science, technology and education

- as part of government's £300m investment, infrastructure work will continue at RAF Marham in order to get it ready as a base for the new Joint Strike Fighter fleet
- government has committed to rebuilding 15 schools in phase 1 of the Priority School Building Programme by 2017, with the capacity for around 13,886 places
- £55m Cell Therapy Manufacturing Centre expected to become operational in Stevenage

Energy and coastal communities

- key flood defence work is expected to see investment of approximately £16.8m in financial year 2017/18

- ongoing investment in essential waste management infrastructure through PFI credits in the East of England will amount to £73m in financial year 2017/18

2018

Transport and connectivity

- IEP trains start service on the East Coast Main Line - the Intercity Express Programme represents a £2.7bn investment into new rolling stock, maintenance depots including a full maintenance regime serving the East Coast Mainline, increasing the number of seats during morning peak into Kings Cross by 18%. Passengers will benefit from more reliable services, more seats, increased luggage space, faster journey times (from 2019), and improved wi-fi and mobile coverage
- Thameslink will enable 24 trains per hour to use the route through central London enabling services from the East Coast Main Line to use the route

Science, technology and education

- RAF Marham will be ready to receive the first Joint Strike Fighters to arrive in the UK, following infrastructure works as part of a £300m government investment
- HMS Queen Elizabeth will begin sea trials for JSF. JSF will be based at RAF Marham
- The Cambridge Institute of Therapeutic Immunology and Infectious Disease is expected to be complete by March 2018. The Institute has three interrelated ambitions: to drive therapeutic breakthroughs in immune-related diseases; to explore new strategies for the control of globally important pathogens; and to increase the likelihood of discovering important, high value, new medicines. £88m project with government contribution of £25m from the Research Partnership Investment Fund

Agri-tech and rural economy

- by 2018, £1.76m will have been invested in Agri Gate Research Hub's a new agri-tech innovation centre in Soham. The project will have provided a facility for farmers & growers, food businesses, schools & colleges and other users to complete applied research work to reduce waste in the food chain and improve production efficiency, creating 77 new jobs, 15 apprenticeships and safeguarding 148 jobs, with further growth across the industry as a result of the research undertaken at the Hub

Energy and coastal communities

- key flood defence work is expected to see investment of approximately £23.3m in financial year 2018/19
- ongoing investment in essential waste management infrastructure through PFI credits in the East of England will amount to £97.1m in financial year 2018/19

2019

Transport and connectivity

- completion of upgraded railway junctions at Ely and Peterborough and capacity enhancements on the Felixstowe – Birmingham line that will enable both growth in Port of Felixstowe container traffic to be met and growth in Kings Lynn and East Coast main line passenger services
- Crossrail will provide significant additional capacity from Essex across London to Heathrow and Maidenhead

Energy and coastal communities

- key flood defence work is expected to see investment of approximately £23.2m in financial year 2019/20
- ongoing investment in essential waste management infrastructure through PFI credits in the East of England will amount to £99.1m in financial year 2019/20

2020:

Transport and connectivity

- IEP and Agility will have delivered 122 new trains to replace the InterCity 125 and 225 fleets running on both the Great Western and East Coast main lines – representing £5.7bn of rail investment designed to improve reliability, services and connectivity reducing journey times from the regions

Science, technology and education

- HMS Queen Elizabeth will reach Initial Operating Capability for Carrier Strike with JSF based at RAF Marham
- Cell Therapy Catapult's manufacturing centre at the Stevenage Bioscience Catalyst campus is expected to have created up to 150 jobs and generated £1.2bn of revenue by 2020

Energy and coastal communities

- key flood defence work is expected to see investment of approximately £24.9m in financial year 2020/21
- ongoing investment in essential waste management infrastructure through PFI credits in the East of England will amount to £101.3m in financial year 2020/21

2021-30

Transport and connectivity

- work will be completed on the following strategic roads schemes: *A428 Black Cat to Caxton Gibbet – improvement of the A428 near St Neots, linking the A421 to Milton Keynes with the existing dual carriageway section of the A428 to Cambridge, creating an Expressway standard link between the two cities via Bedford. The scheme is expected to include significant

improvements to the Black Cat roundabout, where the A1 currently meets the A421 *M11 Junctions 8 to 14 – technology upgrade – addition of several elements of the Smart Motorway package on the M11 between Stansted Airport and the Girton interchange north of Cambridge to help deal with congestion *A12 Chelmsford to A120 widening – widening the A12 to three lanes between junction 19 (north of Chelmsford) and junction 25 (A120 interchange) *A12 whole-route technology upgrade – a major upgrade to technology applied to the A12 between the M25 and Ipswich, including vehicle detection loops, CCTV cameras and driver information signs, to allow better information to drivers and active management of traffic on the route *A1 (M) Junctions 6-8 Smart Motorway – upgrading the existing two-lane section of the A1(M) around Stevenage to Smart Motorway to provide a third lane of capacity. *M11 Junction 7 upgrade – expansion of junction 7 on the M11 to provide better access to Harlow

Science, technology and education

- blocks in 39 schools in the East of England will have been rebuilt or had their condition needs addressed as part of phase 2 of the Priority School Building Programme

Treasury analysis of the benefits to the East of England's economy

To calculate the boost in the East of England's economic output if it were to grow at the same rate as the UK as a whole between now and 2030, we used national statistics from the Office of National Statistics (regional gross value added (GVA) and National population data) along with the Office of Budget Responsibility's economic growth forecasts .

Regional economic output is measured annually by the ONS. The published data estimate the GVA in each region in nominal prices with data available from 1997 to 2013. Therefore this data captures both changes in price and volume over time. The OBR's forecast period is up to 2019 after which we assume that the East of England grows in line with UK trend growth.

Between 1997 and 2013 the East of England grew at a slower pace than the UK as a whole. The average annual growth rate of the East's GVA was 4 per cent which was below the UK's average annual growth rate of 4.2 per cent over the same period.

If between 2013 and 2030, the East of England was to grow in line with the OBR's forecast for the UK average growth in nominal GDP, its GVA would be £140,984m higher in 2030 than in 2013.

If over the same period, the East of England was to continue to grow at its average rate of growth seen between 1997 and 2013, its nominal GVA would only be £123,333m higher. The difference between the two – equating to the potential benefit of growing in line with the rest of the UK – is £17,650m.

To calculate the real, inflation adjusted figures, we undertook the same calculation, but also applied the national GDP deflator across the regions (regional GVA deflators are not published) to give constant prices at 2013 levels). If by 2030 the East of England was to continue to grow at the same rate as between 1997-2013, the East's GVA would grow by £50,497m. If instead it is able to grow at the same rate as the UK as a whole, it would grow by £63,080m. The difference between these two is £12,583m.

The ONS' regional population projections were then applied to estimate the per capita measures. This showed that growing at the same pace as the rest of the UK would be equivalent to an additional £2,715 per person in nominal terms or £1,936 in real terms.

Employment

To illustrate the potential increase in the level of employment if the region maintains its present rate of employment growth, we extrapolated the monthly average growth rate since the election in 2010.

Latest labour market statistics are available to the three months to December 2014 . Employment has grown by 7.1 per cent over this time period, equivalent to a growth rate of 0.12 per cent per month. Extrapolating this growth rate over the 4 months left in the current parliament and the five years (60 months) of the next parliament gives an employment level of 3.18 million, an increase of 241,000 on the current level.

Published 19 February 2015

Footnote 34 of the Case for the Scheme



Looking for a place to grow your business?



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What are Enterprise Zones?

Enterprise Zones are designated areas across England that provide tax breaks and Government support. They are great places to do business especially for both new and expanding firms.



Enterprise Zones are part of the Government's wider Industrial Strategy to support businesses and enable local economic growth. The first 24 Zones were launched in 2012 and 24 new Zones were created in 2016 and 2017.

[Benefits for businesses](#)

[Benefits for local communities](#)

[Benefits for the UK economy](#)

What benefits do Enterprise Zones offer businesses?

Businesses that locate on an Enterprise Zone can access a number of benefits:

- Up to 100% business rate discount worth up to £275,000 per business over a 5-year period

OR:

- 100% enhanced capital allowances (tax relief) to businesses making large investments in plant and machinery on 8 Zones in Assisted Areas

AND:

- Simplified local authority planning, for example, through Local Development Orders that grant automatic planning permission for certain development (such as new industrial buildings or changing how existing buildings are used) within specified areas.

For new Zones starting in April 2016 or April 2017, businesses need to have located onto the Zone before March 2021 or March 2022 in order to qualify for a Government backed business rates discount.

Businesses locating onto one of the original 2012 Enterprise Zones may still be able to benefit from a local business rates discount. Existing businesses can continue to benefit from a Government backed rates discount for up to five years after they first located on the Zone.

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(October to December 2016)

[EZ Data Release 18.10.2017 \(July to](#)
[September 2016\)](#)

[EZ Data Release 18.10.2017 \(April](#)
[to June 2016\)](#)

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On EZ sites where enhanced capital allowances are available (assisted areas), businesses now have up to eight years from the launch of the EZ to make their investment. Businesses thinking about locating to an Enterprise Zone can also find more information about investment opportunities at the [Invest in GREAT Britain and Northern Ireland website](#).

What benefits do Enterprise Zones offer local communities?

Enterprise Zones have established themselves as the driving force of local economies as they unlock key development sites, consolidate infrastructure, attract business and create jobs.

All business rates growth generated by the Enterprise Zone is kept by the relevant local enterprise partnership and local authorities in the areas for 25 years to reinvest in local economic growth. This reflects the Government's commitment to long-term economic growth and enables Local Enterprise Partnerships to reinvest in site development and other local initiatives, such as workforce skills development.

In addition, the Government is working actively with Enterprise Zones to help to unblock any barriers to delivery, such as Department for Transport support with transport infrastructure, Department for Environment, Food and Rural Affairs support in promptly addressing environmental issues and advice on marketing Zones to international investors from the Department for International Trade.

What benefits do Enterprise Zones offer for UK economy?

Enterprise Zones are helping to attract more foreign investment into the country, and are bringing jobs and businesses across England. They are about delivering long-term, sustainable growth based on cutting-edge technology and enterprise. Businesses are clustering around centres of excellence in key sectors such as financial services, bio-sciences, digital and creative industries, advanced engineering, automotive, and renewable energy.

Footnote 35 of the Case for the Scheme



Looking for a place to grow your business?


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Great Yarmouth and Lowestoft (New Anglia) Enterprise Zone

A centre of excellence on the East's all-energy coastline, offering the broadest mix of resources for energy production and distribution in the UK



Offshore Energy Excellence:

There are six locations within the Great Yarmouth and Lowestoft Enterprise Zone, offering options ranging from high quality office and industrial units, to quayside space and land on which to build tailor-made accommodation.

The focus of the Enterprise Zone is growing energy-related businesses and creating high skilled jobs through offering a range of exciting benefits.

The zone has excellent transport connections to London and the rest of the UK.

Great Yarmouth and Lowestoft have been designated as a national Centre for Offshore Renewable Engineering ([CORE](#)) and work with the UK government to maximise support for the offshore industry.

5 of the 6 Enterprise Zones have been awarded [Assisted Area Status](#) 2014-2020. This allows additional support for development.

Going for Growth:

Massive opportunities lie ahead for forward-thinking companies in the region's energy sector. It's estimated that investment will top £50 billion in the next two decades, with decommissioning of gas fields and the prospect of a new nuclear reactor being constructed at Sizewell.

The East has some of the best conditions anywhere in the world to develop large-scale offshore wind power projects. Lowestoft has been selected as the construction base for Galloper Wind Farm and as a construction and as the operations and maintenance hub for the £2 billion, 102-turbine East Anglia ONE development being built as part of the East Anglia Array by ScottishPower Renewables. These projects will bring millions of pounds of investment and thousands of new jobs to the town and wider economy.

Boosting Businesses:

Enterprise Zone benefits have attracted 39 companies employing 1,895 people and £30.6m of private sector capital investment. An extension to the existing Enterprise Zone announced in March 2016 will create space for 30 more business and 1,219 jobs.

Looking to invest, or just want to find out more? [Visit the Great Yarmouth and Lowestoft Enterprise Zone website here.](#)

[Read our latest stories on Harlow Enterprise Zone](#)

Sector focus

[Energy](#)
[Business Services](#)
[Construction inc. built environment](#)
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Location

121 hectares across 6 sites on the East coast in Norfolk and Suffolk with 2 deep-water ports. Norwich International Airport offers UK and international air connections and helicopter transfers for oil and gas. Heliport at North Denes Great Yarmouth, helicopter facilities in Lowestoft and air strip at Ellough. Regular direct trains to London.

Find out more

Eunice Edwards is the Great Yarmouth and Lowestoft Enterprise Zone Manager and is keen to speak to anyone who thinks their business could benefit from moving to the Enterprise Zone. Email: eunice.edwards@newanglia.co.uk.

[Great Yarmouth and Lowestoft Enterprise Zone website](#)

Footnote 36 of the Case for the Scheme

NEW ANGLIA GREAT YARMOUTH AND LOWESTOFT ENTERPRISE ZONE

Key Facts

Summary Enterprise Zone (EZ) information including site locations and photographs can be found within the Energy for New Anglia Enterprise Zone Summary available at http://www.newanglia.co.uk/Downloads/NewAngliaEZnewbrochure_Sept.pdf

- The EZ will commence on 1st April 2012 and cover 121.7 hectares of development-ready land in Great Yarmouth and Lowestoft. The EZ will be able to accommodate at least 540,000m² of commercial floor space, over 90% of which will be new rather than refurbished of which we forecast that 60,000m² will be developed by April 2015. Within the 540,000m² of commercial floor space we anticipate that 30% will be dedicated to offices and the remainder workshops. We do not expect there to be any retail activity.
- By 2015 we expect to have around 80 businesses in the EZ, of which 60 will be as a result of expansion and 20 inward investors. Longer term we expect the EZ to be home to 150 - 200 businesses. We forecast 9,000 new jobs in the EZ by 2025 (1,380 by 2015) and a further 4,500 (690) indirect jobs, a substantial minority of which will reduce the current working-age benefit claimant count of 24,000 in the two districts. Development here will raise the GVA growth rate across the NALEP area by 0.14 percentage points.
- Subject to compliance with State Aid rules a business locating within the zone between 1st April 2012 and 1st April 2015 will qualify for rate relief of up to £275,000 over a five year period commencing from the date the business moves into the zone. Existing businesses in the zone will receive the same level of relief from the 1st April 2012. Further guidance on restrictions related to the size of businesses eligible for relief, premises extending into the zone, extension to premises already in the zone, empty buildings within the zone, possible percentage reduction in rate relief available and related issues is expected.
- By 1st April 2012 simplified Planning procedures will be developed and implemented for each of the six sites and additional adjacent land, the boundaries of which have yet to be determined (see Enterprise Zone Summary document for indicative boundaries). Local Development Orders (LDO's) are the governments preferred form of simplified procedure for which Department for Communities & Local Government (DCLG) Guidance has been made available and is being developed further. Consultation with any person with whom the local Planning authority would have been required to consult on an application for planning permission must be undertaken as part of the simplified Planning procedure adopted.
- Subject to compliance with site allocations contained within Local Development Frameworks and simple criteria to be defined, it will not be necessary to submit a Planning application for proposed development within a defined simplified Planning boundary. Compliant development will be exempt from Planning application fees, however further guidance on Section 106 agreements is expected. Development will still need to comply with all other development related legislation.
- Any proposed development within a defined simplified Planning boundary which would not be in compliance with the simplified Planning criteria will be subject to normal Planning procedures, fees and compliance with all other legislation related to development.

- Subject to new primary legislation as from 1st April 2013 local authorities will be empowered to retain business rates in their area. For those authorities having EZ status all growth in rates attributable to development within the defined sites occurring between 1st April 2013 and at least the 1st April 2038 will be retained by the Local Enterprise Partnership to be used to deliver economic growth across the whole of the LEP area. Additionally separate funding from NCC, SCC, BDUK and partners will facilitate delivery of higher speed broadband across the whole of the NALEP area including EZ areas as they develop.
- In accordance with EZ rules laid down by Government direct support through rate relief is limited to development within the EZ as covered above. Existing and new businesses falling within the extended simplified Planning boundaries will be eligible for direct support through simplified planning requirements also covered above. Both existing and new businesses operating in local supply chains throughout the NALEP area stand to benefit from growth in expanding local, national and international markets as EZ status helps to raise a more positive profile of Great Yarmouth and Lowestoft as places of energy and engineering expertise.
- Enhanced capital allowances are only available in EU Assisted Areas for Enterprise Zones already agreed with Government. Enterprise Zones with enhanced capital allowances will be introduced from April 2012 and will focus on attracting a much smaller number of large capital intensive companies. Enhanced capital allowances will be targeted towards the first three such companies in each Enterprise Zone to locate on site, however those three companies will not be offered business rate discounts. The Great Yarmouth and Lowestoft Enterprise Zone is not within an EU Assisted Area and therefore enhanced capital allowances are not applicable.

Further Information

For further information on the sites which form part of the EZ in **Lowestoft and Ellough** please contact:

Paul Moss, Principal Service Manager for Economic Regeneration at Waveney District Council
Tel: 01502 523392
Email: paul.moss@waveney.gov.uk

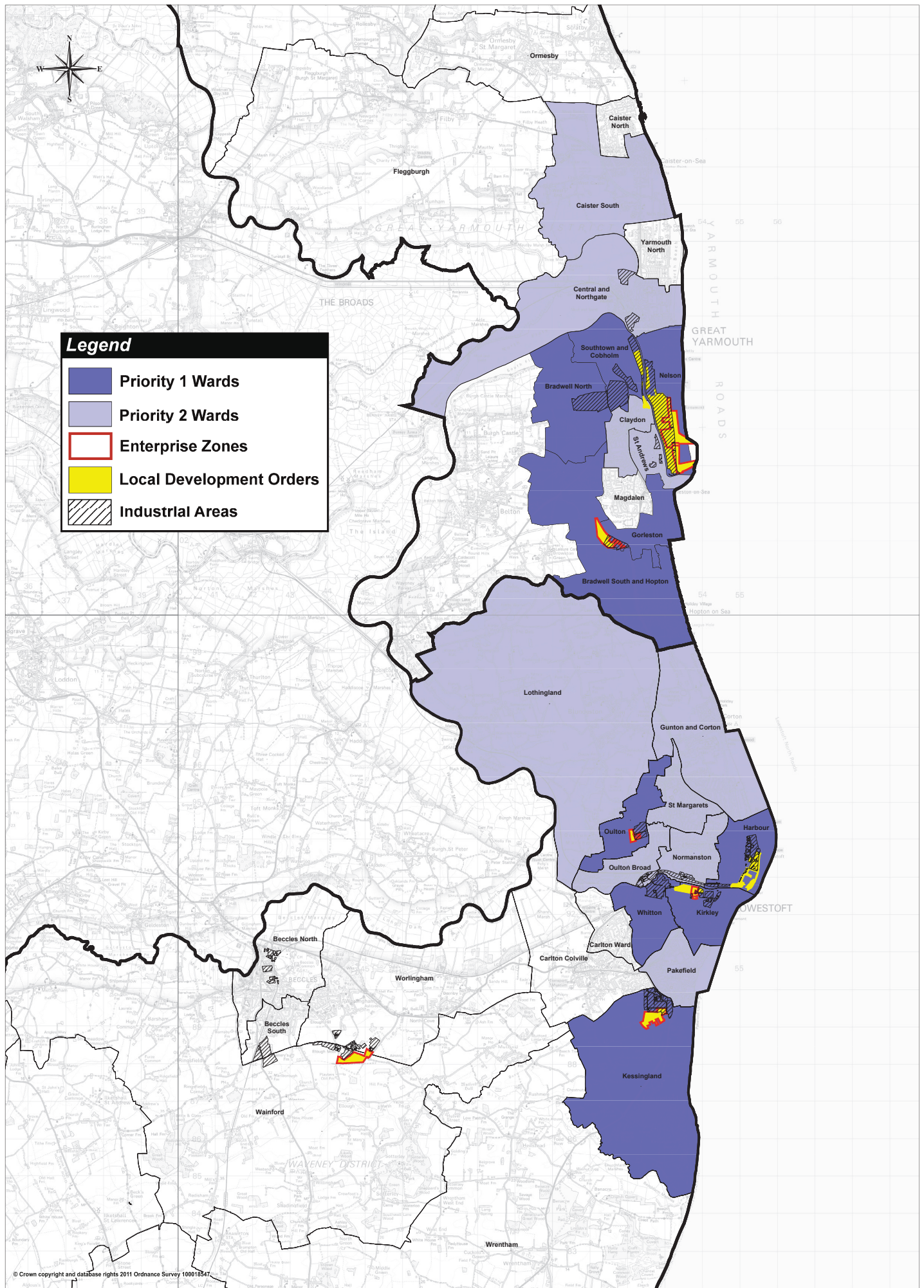
Or for the sites in **Great Yarmouth** please contact:

Peter Wright, Economic Development Officer at Great Yarmouth Borough Council
Tel: 01493 335642
Email: pgw@great-yarmouth.gov.uk



Footnote 38 of the Case for the Scheme

Great Yarmouth & Waveney Proposed Assisted Area Map 2014 - 2020



GREAT YARMOUTH
BOROUGH COUNCIL

**Strategic Planning, Housing and
Regeneration Development**
Town Hall, Hall Plain
Great Yarmouth, Norfolk, NR30 2QF
Customer Contact Centre Tel: (01493) 856100
Email: plan@great-yarmouth.gov.uk
Web: www.great-yarmouth.gov.uk

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