

Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067: Statement of Commonality for Statements of Common Ground at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme).
ExA	Examining Authority
DCO	Development Consent Order
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent.
SoCG	Statement of Common Ground

1 Introduction

1.1 Purpose

- 1.1.1 This Statement of Commonality for Statements of Common Ground (“the Statement of Commonality”) has been prepared by Norfolk County Council (“the Applicant”) in respect of the application for development consent (“the Application”) for the proposed Great Yarmouth Third River Crossing (“the Scheme”) made by the Applicant to the Secretary of State for Transport for a Development Consent Order (“DCO”) under Section 37 of the Planning Act 2008 (“the Planning Act”)¹.
- 1.1.2 The Statement of Commonality does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or on the Planning Inspectorate’s website.
- 1.1.3 This Statement of Commonality has been prepared in order to provide the Planning Inspectorate with a comprehensive overview of the current position on Statements of Common Ground (“SoCG”) between the Applicant and statutory consultees, statutory undertakers and interested parties (“other parties”) in relation to the Scheme. The Statement of Commonality also includes a table which shows the commonality on specific points between SoCGs, and it is anticipated that this will be maintained and updated during the Examination to reflect additional agreement achieved.
- 1.1.4 This version of the Statement of Commonality provides the position on the commonality on specific points at Examination Deadline 6 (11 February 2020).

1.2 Structure of this Report

- 1.2.1 The Statement of Commonality is structured as follows:
- **Section 1** provides an introduction to this Statement of Commonality;
 - **Section 2** details the structure of each SoCG document and provides an up to date list of SoCGs being prepared by the Applicant and other parties;
 - **Section 3** sets out the status of each SoCG and summarises its position at Deadline 6;
 - **Section 4** provides summaries of the matters covered by the SoCGs at Deadline 6 and the status of those matters in terms of whether they are agreed, subject to further discussion, or not agreed;
 - **Section 5** sets out the commonality between the SoCGs submitted at Deadline 6.

¹ References to legislation in this document are to that legislation as amended at the date of this document

2 Structure and List of SoCGs

2.1 Structure of SoCG

2.1.1 To ensure consistency in the approach taken to documenting matters agreed, matters under discussion or matters not agreed, each of the SoCGs adopted a standard format in order to provide clarity to other parties and ultimately to the Examining Authority (“ExA”).

2.1.2 Each SoCG is broadly structured in the following way:

- **Section 1** provides an introduction to the SoCG and a description of its purpose. The role of each party (i.e. the Applicant and the party) is also explained;
- **Section 2** details the record of engagement undertaken;
- **Section 3** provides a summary of the matters covered in the SoCG;
- **Section 4** sets out the matters agreed;
- **Section 5** (where required) sets out the matters under discussion;
- **Section 6** (where required) sets out the matters not agreed;
- **Section 7** (or Section 6 where there are no matters that have not been agreed) contains a signing off sheet.

2.2 List of SoCGs

2.2.1 In accordance with extant guidance published by the former Department of Communities and Local Government² (“DCLG”)³, the Applicant has prepared SoCGs with a number of statutory consultees, statutory undertakers and interested parties during the development of the Scheme. These bodies are listed in Table 2.1 below together with a description of their roles and responsibilities.

2.2.2 In its Rule 8 letter dated 1 October 2019 the ExA requested that SoCGs be prepared between the Applicant and the following parties:

² Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. London: Department for Communities and Local Government, 2015

³ Now the Ministry of Housing, Communities and Local Government (MHCLG).

- Natural England;
- Historic England;
- Environment Agency;
- Norfolk County Council;
- Great Yarmouth Borough Council;
- Great Yarmouth Port Company/Peel Ports;
- Highways England;
- Perenco;
- ASCO;
- Marine Management Organisation;
- Royal Yachting Association.

2.2.3 A full list of the parties with whom the Applicant has prepared, or is preparing, SoCGs is contained in Table 2.1 below. The Applicant can confirm that this table contains all the above parties.

Table 2.1: List of SoCG Parties at Deadline 6

Party	Description of Party
SoCGs specifically requested by the ExA	
Natural England	Natural England is the Government's advisor for the natural environment in England, helping to protect England's nature and landscapes for people to enjoy and for the services they provide.
Historic England	Historic England is the public body that works with communities and specialists to inspire interest, care and conservation of England's historic environment. It is the Government's lead advisor on the historic environment, and in relation to the Scheme is responsible for the terrestrial landscape and maritime archaeology.
Environment Agency	The Environment Agency is a non-departmental public body, sponsored by the Department for Environment, Food and Rural Affairs. Within England, it is responsible for regulating major industry and waste; treatment of contaminated land; water quality and resources; fisheries; inland river, estuary and harbour navigations; and conservation and ecology.

<p>Norfolk County Council; including its:</p> <ul style="list-style-type: none"> • County Planning Authority • Lead Local Flood Authority Team, • Historic Environment Team. 	<p>Norfolk County Council is the County Planning Authority for Norfolk and is responsible for monitoring all planning applications in Norfolk, in respect of Infrastructure, Waste and the Environment.</p> <p>Norfolk County Council's Lead Local Flood Authority Team is responsible for developing, maintaining and applying a strategy for local flood risk management in the area of the scheme.</p> <p>Norfolk County Council's Historic Environment Team provides the service monitoring all planning applications in Norfolk, in respect of the historic environment and archaeological remains.</p>
Great Yarmouth Borough Council	<p>Great Yarmouth Borough Council is the borough council authority for Great Yarmouth and is responsible for the provision of a range of services across the Great Yarmouth borough, such as council tax; rubbish and recycling; planning and building control; parking and roads; protecting people and the environment; business licensing, land and property; tourism leisure and venue hire; and community and life events.</p>
Great Yarmouth Port Company (Peel Ports)	<p>Great Yarmouth Port Company manages and operates the Port on behalf of the Great Yarmouth Port Authority.</p>
Highways England	<p>Highways England is responsible for operating, maintaining and improving England's motorways and major A roads (collectively referred to as the Strategic Road Network). This includes the A47, which the Scheme joins at the Harfrey's Roundabout.</p>
Perenco	<p>Perenco is a business operating from a quayside site in the area of the Scheme on the east side of the river. Perenco is an independent oil & gas company, with a balanced portfolio of producing fields, development projects and exploration prospects.</p>
ASCO	<p>ASCO is a business operating from a quayside site in the area of the Scheme on the east side of the river. ASCO's core business is the operation of supply bases, providing support to the oil and gas industry across the life of offshore fields from exploration, through development to production and decommissioning.</p>

Marine Management Organisation	The Marine Management Organisation is the statutory duty holder for licensing of marine construction, deposits and dredging that may have an environmental, economic or social impact.
Royal Yachting Association	The Royal Yachting Association is the national body for dinghy, yacht and motor cruising, all forms of sail racing, rigid inflatable boats and sports boats, windsurfing and personal watercraft and a leading representative for inland waterways cruising.
SoCGs with any other appropriate party	
Broads Authority	The Broads Authority administers the Broads National Park and the interests of the people who live/work in it and those who visit it. Its remit relates to conservation, promoting understanding and enjoyment of the area, looking after the waterways and protecting the interests of navigation. The Broads Authority is the local planning authority and a harbour and navigation authority.
Waveney, Lower Yare & Lothingland Internal Drainage Board	Waveney, Lower Yare & Lothingland Internal Drainage Board is the public body that manages water levels within the area of the Scheme.
Anglian Water	Anglian Water is a water company that operates in the East of England, supplying water and water recycling services.
Great Yarmouth Port Users Association	Great Yarmouth Port Users Association works closely with the port of Great Yarmouth to represent the interests of its membership and to achieve best practice in efficient operations at the port and includes all the leading operators and interests involved with the port.
Great Yarmouth and Gorleston Allotment Association	Great Yarmouth and Gorleston Allotment Association is an association of allotment holders that promote and protect allotment sites as well as providing a voice for allotment holders.
Norfolk and Waveney Mind	Norfolk and Waveney Mind is a charity providing mental health services for local people. It runs a half acre community garden project 'Community Roots' located at Queen Anne's Road.
Hope (Borough of Great Yarmouth)	Hope (Borough of Great Yarmouth) is a charity that manages the Kingsgate Community Centre, which is

	a community of people and church located on Queen Anne's Road.
Alicat Workboats Ltd	Alicat is a business operating from a quayside site upstream of the Scheme on the east side of the river. Alicat is a specialist provider of bespoke marine and engineering services.
Goodchild Marine Services	Goodchild Marine is a family business operating from Bure Castle (downstream of Breydon Bridge). It provides repair, refit, and restoration services as well as new vessel design and build services.

3 Status of SoCGs

3.1 Summary of Current Position

3.1.1 This section provides the status of each SoCG at Deadline 6.

3.1.2 Table 3.1 provides a high-level position for each individual SoCG. In summary the terms used in Table 3.1 to describe the SoCGs' high-level positions are as follows:

- **SoCG signed/agreed with all matters agreed** – The final SoCG has been signed by both parties (or alternatively the Applicant has received confirmation that its contents are agreed), and all matters are agreed. The signed/agreed SoCG is contained in the relevant appendix to this report and included in the assessment of commonality in Chapter 6 below.
- **SoCG signed/agreed with some matters agreed and some matters not agreed** – The final SoCG has been signed by both parties (or alternatively the Applicant has received confirmation that its contents are agreed), and some matters are agreed but agreement has not been reached on some matters. The signed/agreed SoCG is contained in the relevant appendix to this report and included in the assessment of commonality in Chapter 6 below.
- **SoCG signed/agreed with matters outstanding** – The final SoCG has been signed by both parties (or alternatively the Applicant has received confirmation that its contents are agreed), and there remain matters still to be agreed between the Applicant and the other party. The signed/agreed SoCG is contained in the relevant appendix to this report and included in the assessment of commonality in Chapter 6 below.
- **No SoCG present** - The SoCG has been drafted by the Applicant and has been shared with the other party. However, it has not yet been agreed/signed by the other party. The SoCG has not been included in the relevant appendix to this report and has not been included in the assessment of commonality in Chapter 6 below.

Table 3.1: Status of SoCGs at Deadline 6

Party	Position at Deadline 1 (08/10/2019)	Position at Deadline 2 (22/10/2019)	Position at Deadline 3 (28/11/2019)	Position at Deadline 4 (11/12/2019)	Position at Deadline 5 (14/01/2020)	Position at Deadline 6 (11/02/2020)
Natural England	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	Updated SoCG signed/agreed with all matters agreed	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with all matters agreed
Historic England	SoCG signed/agreed with all matters agreed	No update to SoCG submitted at Deadline 1	No update to SoCG submitted at Deadline 1	No Statement of Commonality submitted	No Statement of Commonality submitted	No update to SoCG submitted at Deadline 1
Environment Agency	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	Updated SoCG signed/agreed with matters outstanding	No Statement of Commonality submitted	Updated SoCG signed/agreed with matters outstanding Specific SoCG with Environment Agency submitted at Deadline 5 (Document Reference NCC/GY3RC/EX/053, Planning Inspectorate)	Updated SoCG signed/agreed with some matters agreed and some matters outstanding

					Reference REP5 003)	
Norfolk County Council (CPA, LLFA and Historic Environment)	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	Updated SoCG signed/agreed with matters outstanding	Updated SoCG signed/agreed with matters outstanding Specific SoCG with County Planning Authority submitted at Deadline 4 (Document Reference NCC/GY3RC/EX/ 047, Planning Inspectorate Reference REP4- 004)	No Statement of Commonality submitted	Updated SoCG signed/agreed with all matters agreed
Great Yarmouth Borough Council	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	Updated SoCG signed/agreed with all matters agreed	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with all matters agreed
Great Yarmouth Port	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	No update to SoCG submitted at Deadline 1	No Statement of Commonality submitted	No Statement of Commonality submitted	No update to SoCG submitted at Deadline 1

Company (Peel Ports)						
Highways England	SoCG signed/agreed with all matters agreed	No update to SoCG submitted at Deadline 1	No update to SoCG submitted at Deadline 1	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with all matters agreed
Perenco	No SoCG present	No SoCG present	No SoCG present	No Statement of Commonality submitted	No Statement of Commonality submitted	No SoCG present
ASCO	No SoCG present	No SoCG present	No SoCG present	No Statement of Commonality submitted	No Statement of Commonality submitted	No SoCG present
Marine Management Organisation	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	No update to SoCG submitted at Deadline 1	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with all matters agreed
Royal Yachting Association	SoCG in draft with matters outstanding	Updated SoCG signed/agreed with matters outstanding	Updated SoCG signed/agreed with matters outstanding	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with some matters agreed and some matters not agreed
Broads Authority	SoCG signed/agreed	No update to SoCG submitted at Deadline 1	No update to SoCG submitted at Deadline 1	No Statement of Commonality submitted	No Statement of Commonality submitted	No update to SoCG submitted at Deadline 1

	with all matters agreed					
Waveney, Lower Yare & Lothingland Internal Drainage Board	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	Updated SoCG signed/agreed with matters outstanding	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with all matters agreed
Anglian Water	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	No update to SoCG submitted at Deadline 1	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with all matters agreed
Great Yarmouth Port Users Association	No SoCG present	No SoCG present	No SoCG present	No Statement of Commonality submitted	No Statement of Commonality submitted	No SoCG present
Great Yarmouth and Gorleston Allotment Association	No SoCG present	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 2	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with some matters agreed and some matters not agreed
Norfolk and Waveney Mind	SoCG signed/agreed	No update to SoCG submitted at Deadline 1	Updated SoCG signed/agreed	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed

	with matters outstanding		with matters outstanding			with all matters agreed
Hope (Borough of Great Yarmouth)	SoCG signed/agreed with matters outstanding	No update to SoCG submitted at Deadline 1	No update to SoCG submitted at Deadline 1	No Statement of Commonality submitted	No Statement of Commonality submitted	Updated SoCG signed/agreed with some matters agreed and some matters not agreed
Alicat Workboats Ltd	No SoCG present	SoCG signed/agreed with matters outstanding	SoCG signed/agreed with some matters agreed and some matters not agreed	No Statement of Commonality submitted	No Statement of Commonality submitted	No update to SoCG submitted at Deadline 3
Goodchild Marine Services	No SoCG present	No SoCG present	No SoCG present	No Statement of Commonality submitted	No Statement of Commonality submitted	SoCG signed/agreed with some matters agreed and some matters not agreed

3.2 Updates to Statement of Commonality Since Deadline 3

- 3.2.1 The Applicant will be/has been working with the other parties to provide updates to the signed/agreed SoCGs that were presented in the document Statement of Commonality for Statements of Common Ground submitted at Deadline 3 (Document Reference NCC/GY3RC/EX/034), Planning Inspectorate Reference REP3-005).
- 3.2.2 At Deadline 4 the Applicant submitted at Statement of Common Ground with Norfolk County Council County Planning Authority (Document Reference NCC/GY3RC/EX/047), Planning Inspectorate Reference REP4-004).
- 3.2.3 At Deadline 5 the Applicant submitted at update to the Statement of Common Ground with the Environment Agency (Document Reference NCC/GY3RC/EX/053), Planning Inspectorate Reference REP5-003).
- 3.2.4 The main changes to this Statement of Commonality at Deadline 6 are as follows:
- Natural England - Updated SoCG signed/agreed with all matters agreed;
 - Environment Agency - Updated SoCG signed/agreed with some matters agreed and some matters under discussion;
 - Great Yarmouth Borough Council - Updated SoCG signed/agreed with all matters agreed;
 - Highways England - Updated SoCG signed/agreed with all matters agreed;
 - Marine Management Organisation - Updated SoCG signed/agreed with all matters agreed;
 - Royal Yachting Association - Updated SoCG signed/agreed with some matters agreed and some matter not agreed;
 - Waveney, Lower Yare & Lothingland Internal Drainage Board - Updated SoCG signed/agreed with all matters agreed;
 - Anglian Water - Updated SoCG signed/agreed with all matters agreed;
 - Great Yarmouth and Gorleston Allotment Association - Updated SoCG signed/agreed with some matters agreed and some matters not agreed;
 - Norfolk and Waveney Mind - Updated SoCG signed/agreed with all matters agreed;
 - Hope (Borough of Great Yarmouth) - Updated SoCG signed/agreed with some matters agreed and some matters not agreed;

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- Goodchild Marine Services - Updated SoCG signed/agreed with some matters agreed and some matters not agreed.
- 3.2.5 Perenco and ASCO have indicated to the Applicant that they are not prepared to enter into a Statement of Common Ground until a compensation and works agreement is in place. This position is unchanged from the position at Deadline 6 and the Applicant is continuing to work with Perenco and ASCO to develop these agreements. However, at Deadline 6 they are not yet in place and as a result, this Statement of Commonality does not include a draft Statement of Common Ground with either of these parties and, accordingly, they have not been included in the assessment of commonality.
- 3.2.6 The Applicant has attempted to engage with the Great Yarmouth Port Users Association with regard the development of a SoCG, inducing issuing a suggested draft SoCG for comment. However, at Deadline 6 it as received no comment on this draft.

4 Matters Covered in SoCGs

4.1 Summary of Matters Covered in SoCGs

- 4.1.1 Table 4.1 below summarises the matters covered by the SoCGs. The table shows the progress of negotiations, by reference to the 'red' / 'amber' / 'green' status of each matter as set out below. The matters covered in the SoCGs are grouped to reflect the Principal Issues and include those identified by the ExA in the Rule 8 letter.

	Matter agreed
	Matter subject to further discussion
	Matter not agreed
	No SoCG at present in this report

Table 4.1: Matters Covered in SoCGs at Deadline 6

Party	Matter	Principal Issue	Matter Agreed?
Natural England	Methodologies, study, areas and conclusions	• Biodiversity	
	Licences and mitigation	• Consents/Licenses	
Historic England	Approach to assessment	• Historic Environment	
	Significant heritage assets	• Historic Environment	
Environment Agency	Flood risk	• Flood Risk	
	Flood defence scheme ('Epoch 2')	• Flood Risk	
	Fish and benthic ecology	• Water Environment	
	Drainage strategy	• Surface Water Management	
	Surface water and groundwater	• Water Environment	

	Construction practices	• Construction Methodology	
	Disapplication of consents	• Consents/Licenses	
	Sediment transport	• Water Environment	
	Breach modelling	• Flood Risk	
	Nature conversation	• Biodiversity	
Norfolk County Council (County Planning Authority)	Need for the Scheme	• Support for the Scheme	
	Landscape and Visual Impact	• Public Realm/Landscaping	
	Socio-economic and Community Issues	• People and Communities	
	Highways and Transport	• Transport and Traffic	
	Ecology and Biodiversity	• Biodiversity	
	Minerals and Waste	• Minerals and Waste	
	Air Quality and Amenity (including noise, dust and vibration)	• Noise and Vibration • Air Quality	
	Draft Development Consent Order	• DCO Articles/Schedules	
	Outline Code of Construction Practice	• Construction Methodology	
Norfolk County Council (Lead Local Flood Authority)	Environmental Statement, flood risk assessment & drainage strategy	• Flood Risk • Surface Water Management • Public Realm/Landscaping	
Norfolk County Council	Cultural heritage documentation	• Historic Environment	
	Surveys and assessments	• Historic Environment	

(Historic Environment)	Settings	• Historic Environment	
Great Yarmouth Borough Council	Strategic matters: Need for and benefits of the Scheme	• Support for Scheme	
	Permanent land requirements: property and assets	• Property and Land	
	Surface water management	• Surface Water Management	
	Other matters: Noise survey	• Noise and Vibration	
	Other matters: Local air quality assessment	• Air Quality	
	Other matters: Noise and vibration assessment.	• Noise and Vibration	
	Other matters: People and communities' assessment	• People and Communities	
	Other matters: Open space	• Public Realm/Landscaping	
	Other matters: Cumulative effects assessment: Marina Centre redevelopment	• Cumulative Effects	
	Land requirements and business disturbance during construction	• Property and Land • Construction Methodology	
	Operational matters: Concerns identified for when the proposed bridge is closed from road traffic use	• Transport and Traffic	
	Palettes of materials/landscaping	• Scheme Design	
	Mind Centre site	• Property and Land	

Great Yarmouth Port Company (Peel Ports)	Consultation response	• Maritime	
	Commercial agreement	• Commercial Agreements	
	Draft protective provisions	• DCO Articles/Schedule	
	Draft DCO	• DCO Articles/Schedule	
	Scheme of operation	• DCO Articles/Schedule	
Highways England	Modelling tools for Scheme assessment and appraisal	• Transport and Traffic	
	The impacts of the Third River Crossing scheme	• Transport and Traffic	
	A47 Great Yarmouth junction improvement scheme	• Transport and Traffic	
	Traffic management during construction	• Construction Methodology	
	In combination effects with other major projects	• Cumulative Effects	
	Communication plan	• Construction Methodology	
	Abnormal loads	• Transport and Traffic	
	Co-ordination of bridge openings	• Bridge Operation	
Perenco	No SoCG present		
ASCO	No SoCG present		
Marine Management Organisation	Deemed Marine Licence	• Consents/Licenses	
	Construction methodology	• Construction Methodology	
	Environmental assessment	• Water Environment	

Royal Yachting Association	Need for the Scheme	• Support for Scheme	
	Air draft of bridge	• Scheme Design	
	Adequacy of waiting pontoons	• Scheme Design	
	Bridge opening regime	• Bridge Operation	
	Fendering	• Maritime	
	Impact of knuckles	• Maritime	
	Impact of knuckles	• Flood Risk	
Broads Authority	Water users and routes	• Maritime	
	Moorings and pontoons	• Maritime	
	Bridge openings	• Bridge Operation	
	Viewpoints	• Visual	
	Provision for pedestrians and cyclists	• Scheme Design	
	Responsibilities of Peel Ports	• Port Operation	
Waveney, Lower Yare & Lothingland Internal Drainage Board	Discharge to ordinary watercourse	• Surface Water Management	
	Requirements for discharge into ordinary watercourse	• Surface Water Management	
	Amendments to existing watercourse/culvert network	• Surface Water Management	
	Disapplication of the IDB's byelaws	• DCO Articles/Schedule	
	IDB ordinary watercourse actions	• Surface Water Management	
Anglian Water	Surface water discharge to combined sewer	• Surface Water Management	
	Interaction with existing Anglian Water assets	• Surface Water Management	

	Protective Provisions	• DCO Articles/Schedules	
	Pre-construction surveys	• Construction Methodology	
Great Yarmouth Port Users Association	No SoCG present		
Great Yarmouth and Gorleston Allotment Association	Acquisition of allotment land and provision of replacement allotment site	• Property and Land	
	Provision of facilities at the replacement allotment site	• Property and Land	
	Compensation agreement	• Commercial Agreements	
	Interim arrangements for an allotment facility	• Property and Land	
Norfolk and Waveney Mind	Retention of existing Norfolk and Waveney Mind facility at Queen Anne's Road site	• Property and Land	
	Key features that are currently located within the MIND Centre and Grounds site	• Property and Land	
	Relocation of key features that can be retained within the main reconfigured MIND Centre and Grounds site identified in the Scheme design	• Property and Land	
	Relocation of key features that cannot be retained within the main reconfigured Mind Centre and	• Property and Land	

	Grounds site identified in the Scheme design		
	Site access during construction	• Construction Methodology	
	Terraced embankment slope between William Adams Way and the MIND Centre and Grounds	• Property and Land	
	Noise and dust impacts during construction and operation	• Noise and Vibration • Air Quality	
	Management of adjacent landscaping areas	• Property and Land	
	NWM leasing additional sites	• Property and Land	
Hope (Borough of Great Yarmouth)	Support for the scheme	• Support for Scheme	
	Proposals for Variable Message Signs	• Scheme Design	
	Access to the Kingsgate Community Centre during construction	• Construction Methodology	
	Hours of working	• Construction Methodology	
	Concerns and impacts on the Kings Centre land (permanent acquisition)	• Property and Land	
	Noise attenuation	• Noise and Vibration	
	Air quality	• Air Quality	
	Flood risk	• Flood Risk	
	Landscaping	• Public Realm/Landscaping	
	Concerns and impacts on the Kings Centre	• Property and Land	

	land (temporary possession)		
Alicat Workboats Ltd	Bridge toll charges for users	• Bridge Operation	
	Commercial matters	• Commercial Agreements	
	Operational concerns	• Bridge Operation	
Goodchild Marine Services	Definition of a commercial vessel	• Bridge Operation	
	Bridge scheme of operation	• Bridge Operation	
	Information provided to road users	• Transport and Traffic	
	Impacts during construction	• Maritime	
	Bridge reliability	• Bridge Operation	
	Waiting berths	• Maritime	
	Questions raised	• Other	
	Sedimentation	• Water Environment	
	Commercial matters	• Commercial Agreements	
	Bridge reliability	• Bridge Operation	
	Information provided to marine vessels	• Maritime	
	Waiting berths elsewhere	• Maritime	

5 Commonality

5.1 Summary

- 5.1.1 This section of the Statement of Commonality provides a summary of the Principal Issues covered in the SoCGs and demonstrates where there is commonality in the matters being discussed with the various parties at Deadline 6.
- 5.1.2 The summary in Table 5.1 below has been produced to summarise the commonality of the matters and only relates to those SoCGs included in the appendices to this report (see Section 2).
- 5.1.3 The table shows the following:

	Matters relating to this Principal Issue agreed
	Matters relating to this Principal Issue under discussion
	Some matters relating to this Principal Issue agreed and some matters under discussion
	Some matters relating to this Principal Issue agreed and some matters not agreed
	Matters relating to this Principal Issue not agreed
	Matter not included in SoCG

Table 5.1: Table of Commonality at Deadline 6

	Natural England	Historic England	Environment Agency	Norfolk County Council	Great Yarmouth Borough Council	Great Yarmouth Port Company (Peel Ports)	Highways England	Perenco	ASCO	Marine Management Organisation	Royal Yachting Association	Broads Authority	Waveney, Lower Yare & Lothingland IDB	Anglian Water	Great Yarmouth Port Users Association	Great Yarmouth and Gorleston Allotment Association	Norfolk and Waveney Mind	Hope (Borough of Great Yarmouth)	Alicat Workboats Ltd	Goodchild Marine Services
Support for Scheme								No SoCG present	No SoCG present						No SoCG present					
Scheme Design																				
Bridge Operation																				
Port Operation																				
Public Realm/Landscaping																				
Transport and Traffic																				
Maritime																				
Property and Land																				
Surface Water Management																				
Flood Risk																				
Air Quality																				
Noise and Vibration																				

	Natural England	Historic England	Environment Agency	Norfolk County Council	Great Yarmouth Borough Council	Great Yarmouth Port Company (Peel Ports)	Highways England	Perenco	ASCO	Marine Management Organisation	Royal Yachting Association	Broads Authority	Waveney, Lower Yare & Lothingland IDB	Anglian Water	Great Yarmouth Port Users Association	Great Yarmouth and Gorleston Allotment Association	Norfolk and Waveney Mind	Hope (Borough of Great Yarmouth)	Alicat Workboats Ltd	Goodchild Marine Services
Water Environment								No SoCG present	No SoCG present						No SoCG present					
Geology and Soils																				
Biodiversity																				
Visual																				
Historic Environment																				
Minerals and Waste																				
Construction Methodology																				
Consents/Licences																				
DCO Articles/Schedule																				
Commercial Agreements																				
People and Communities																				
Cumulative Effects																				

6 Individual SoCGs

6.1 Location of Individual SoCGs

- 6.1.1 The individual SoCGs contained within the appendices to this document are as follows:

Table 6.1: Individual SoCGs at Deadline 6

Appendix	Party	Status at Deadline 6
Appendix A	Natural England	Updated SoCG signed/agreed
Appendix B	Historic England	SoCG signed/agreed no update from Deadline 1
Appendix C	Environment Agency	Updated SoCG signed/agreed
Appendix D	Norfolk County Council	Updated SoCG signed/agreed
Appendix E	Great Yarmouth Borough Council	Updated SoCG signed/agreed
Appendix F	Great Yarmouth Port Company (Peel Ports)	SoCG signed/agreed no update from Deadline 1
Appendix G	Highways England	Updated SoCG signed/agreed
Appendix H	Perenco	No SoCG present
Appendix I	ASCO	No SoCG present
Appendix J	Marine Management Organisation	Updated SoCG signed/agreed
Appendix K	Royal Yachting Association	Updated SoCG signed/agreed
Appendix L	Broads Authority	SoCG signed/agreed no update from Deadline 1
Appendix M	Waveney, Lower Yare & Lothingland Internal Drainage Board	Updated SoCG signed/agreed
Appendix N	Anglian Water	Updated SoCG signed/agreed
Appendix O	Great Yarmouth Port Users Association	No SoCG present

Appendix P	Great Yarmouth and Gorleston Allotment Association	Updated SoCG signed/agreed
Appendix Q	Norfolk and Waveney Mind	Updated SoCG signed/agreed
Appendix R	Hope (Borough of Great Yarmouth)	Updated SoCG signed/agreed
Appendix S	Alicat Workboats Ltd	SoCG signed/agreed no update from Deadline 3
Appendix T	Goodchild Marine Services	SoCG signed/agreed

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Appendix A – Statement of Common Ground with Natural England at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067: Statement of Common Ground with the Natural England at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
The APFP Regulations	The Infrastructure Planning (Applications - Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)
CIEEM	Chartered Institute of Ecology and Environmental Management
CoCP	Code of Construction Practice
DAS	Discretionary Advice Service
DCO	Development Consent Order
HRA	Habitats Regulations Assessment
JNCC	Joint Nature Conservation Committee
LONI	Letter of No Impediment
PCB	Polychlorinated biphenyl
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
SPA	Special Protection Area
SSSI	Special Site of Scientific Interest
WC	Watercourse

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the promotion by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate, on behalf of the Secretary of State for Transport ('the SoS').

1.2 Aim of this document

- 1.2.1 The aim of this SoCG between the Applicant and Natural England is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion; and
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Natural England in relation to the Scheme is given in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
16/05/2018	Scoping Opinion	<p>Natural England advises that a key principle is that any assessment should consider the potential cumulative and 'in combination' effects of the Scheme. They also comment upon the need to consider the following topics in the assessment:</p> <ul style="list-style-type: none"> • biodiversity and geology; • designated landscapes and landscape character; • access and recreation; • air quality; • climate change adaptation; and • cumulative and in-combination effects.
05/10/2018	Section 42 Response	<p>Natural England advises that regard should be had for any potential impacts that the Scheme may have on the designated sites within its proximity.</p> <p>In preparation of the Habitats Regulations Assessment (HRA; document reference 6.11), Natural England recommends obtaining information regarding the fields of air quality, hydrology, noise and visual disturbance, and water quality.</p> <p>Natural England also recommends that mitigation relating to protected sites under the Habitats Regulations 2017 Regulation 63 (1) should be considered at the appropriate assessment stage, rather than the screening stage, in light of recent case law.</p> <p>Natural England suggests that the Applicant refer to their standing advice.</p>

Date	Form of Correspondence	Key Topics / Outcomes (if any)
19/10/2018	Telephone call	Call between WSP's Environment Lead and Natural England's Sustainable Environment Lead Adviser, to discuss the scope of the fish and benthic ecology surveys.
23/10/2018	Email	WSP's Environment Lead contacts Natural England's Sustainable Environment Lead Adviser, to summarise the telephone call of 19/10/2018 and to engage the Discretionary Advice Service (DAS) regarding the fish and benthic ecology surveys.
20/11/2018	Email	Response from Natural England's Marine Lead Adviser for the Norfolk and Suffolk Team, regarding their review of the methodology for pre-construction monitoring surveys of fish and benthic ecology. They suggest that: <ul style="list-style-type: none"> • surveys take place in the Outer Thames Estuary Special Protection Area (SPA); • the monitoring method be repeated in the post-construction phase; • sediment contaminants sampling be included; and • any invasive or non-native species be recorded during surveys.
07/05/2019	Email	Request from WSP's Ecology Team to Natural England in application to the DAS, on the topic of water voles.
13/05/2019	Email	Email from WSP's Ecology Team to the Marine Lead Adviser for the Norfolk and Suffolk Team, who previously provided a response on different matters, requesting direction for enquiries into water voles.
23/05/2019	Voicemail and email	Contact from the Wildlife Management Lead Adviser, in the Natural England Licensing Service, to WSP's Ecology Team in response to the DAS application, seeking additional information.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
17/06/2019	Email	Contact from WSP's Assistant Environmental Lead to confirm that the signing of the SoCG should be arranged with the Sustainable Development Lead Adviser.
18/06/2019	Email	Response from WSP's Ecology Team to the Natural England Licensing Service, delivering the requested information.
01/07/2019	Email	Confirmation from Natural England's Sustainable Development Lead Adviser that, as the Scheme's Case Officer, they are responsible for handling the SoCG.
02/07/2019	Telephone call	WSP's Ecology Team calls Natural England's Wildlife Management Lead Adviser to enquire on the status of the DAS application and to arrange a meeting.
19/08/2019	Meeting	Meeting between Natural England's Wildlife Management Lead Adviser, WSP's Competent Expert in Ecology, a further member of WSP's Ecology team and WSP's Environment Lead for the Scheme, to discuss the water vole mitigation strategy and any additional ecological issues.
21/08/2019	Letter	Letter from Natural England's Sustainable Development Lead Adviser with their relevant representation.
28/08/2019	Letter	Discretionary Advice Service letter from Natural England's Wildlife Management Lead Adviser regarding the proposed water vole mitigation strategy and the meeting on the 19 th of August (summarised above).
10/10/2019	Response to Relevant Representations	Statement from the Applicant with a response to Natural England's relevant representation.
10/10/2019	Letter	Natural England's summary of relevant representations.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
24/10/2019	Report	The Applicant's response to the Natural England's written questions. Responses provided in respect of the adequacy of the HRA; protected species (water voles); and environmental mitigation measures.
24/10/2019	Report	Natural England's response to the Examining Authority's written questions. Responses provided in respect of the adequacy of the HRA; the site assessment undertaken within the HRA; and acceptance of the conclusions within the Preliminary Ecological Appraisal.
19/11/2019	Email	WSP's Competent Expert in Ecology emailed Natural England's Wildlife Management Lead Adviser to provide an updated on the water vole mitigation strategy. The email included a draft water vole method statement addressing previous comments from Natural England. WSP's Competent Expert in Ecology requested comments on the draft water vole method statement.
02/12/2019	Email	Natural England's Wildlife Management Lead Adviser emailed WSP's Competent Expert in Ecology and advised that any further review of information will require a further contract. Natural England's Wildlife Management Lead Adviser suggested that a full draft application, including: application form; water vole method statement; and associated figures, be submitted. At that point, Natural England would advise of any further information required to obtain the Letter of No Impediment (LONI).
09/12/2019	Email	Email correspondence between WSP's Competent Expert in Ecology and Natural England's Wildlife Management Lead Adviser regarding a water vole displacement timing query. Further advice was provided by Natural England to inform the water vole method statement in this respect.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
10/01/2020 & 15/01/2020	Email	Email correspondence between WSP's competent expert in Ecology and Natural England's Wildlife Licensing Service regarding a request to engage with the pre-submission screening service in respect of a draft water vole licence. Natural England confirmed receipt of the request and advised that they will respond further in due course.
23/01/2020	Email	Email from Natural England's Commercial Service Adviser to confirm that Natural England is able to offer a pre-submission screening service for the Scheme.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Natural England are commented on further in this SoCG:

- Approach to terrestrial surveys;
- Approach to fish and benthic ecology surveys;
- Insignificant effects;
- Protected species licences;
- Water vole mitigation; and
- Design.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SoCG have not been discussed between the parties, as they have not been raised by Natural England.

4 Matters Agreed


Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Methodologies, study areas and conclusions		
1	Assessment methodology for fish and benthic ecology surveys	Advice was sought from Natural England on the scope of fish and benthic ecology survey methodology. Feedback was taken into account in carrying out the surveys. It is agreed that the scope and methodology for fish and benthic surveys was appropriate.
2	HRA methodology	It is agreed that the methodology and assessment process set out in the HRA documentation (APP-182 / document reference 6.11), including in relation to in-combination effects, was appropriate.
3	Study areas	The study areas identified and used within Chapter 8 of the ES: Nature Conservation (APP-096 / document reference 6.1) and the HRA (APP-182 / document reference 6.11) are considered appropriate.
4	Conclusions of assessments	Natural England accepts the findings of the Chapter 8 of the ES: Nature Conservation (APP-096 / document reference 6.1) and the HRA (APP-182 / document reference 6.11) which concludes that there is no likely significant effect on designated sites.
Licences and mitigation		
5	European protected species licences	Based on the ecological survey data provided within the application documents, it is agreed that no licences will be required with the exception of water voles

Ref.	Description of matter	Details of Agreement
		and bats. With regards to bats it is noted potential effects are considered to be negligible, however, pre-construction surveys have been included within the Outline Code of Construction Practice (CoCP) (APP-187 / document reference 6.16).
6	Embedded mitigation and enhancement	It is agreed that the measures listed in the CoCP (APP-187 / document reference 6.16) and the Mitigation Schedule (APP-184 / document reference 6.13), in terms of mitigation are appropriate to prevent likely significant effects to designated sites.
7	Letter of No Impediment (LONI)	It is agreed that a draft licence form for water voles will be produced in order to obtain a LONI. The full licence submission would be subject to the results of subsequent surveys. If/when Natural England is satisfied in principle with the full licence submission a LONI will be issued. The Applicant submitted the relevant application forms and documents relating to the draft licence in January 2020.
8	Watercourse connectivity	It is agreed that the connectivity of watercourses (WCs) 1, 2 and 4, along with WC4 and WC5 is critical. Figure 8.4 of the ES shows the location of the watercourses (APP-165 / 6.3 - Environmental Statement (Vol III Figures) Chapter 8 & Appendices)).
9	Watercourses for mitigation and enhancement	It is agreed that: <ul style="list-style-type: none"> Displacement could be used to relocate water voles; WC2 could be used as a receptor site for displacement of water voles from WC1. The need for such displacement would be subject to the findings of the pre-construction surveys;

Ref.	Description of matter	Details of Agreement
		<ul style="list-style-type: none"> Enhancements to the water vole habitats of WC1, WC2 and WC5 would need to be established in advance of displacement; Ditch crossings would be designed to retain connectivity of water vole habitat; Where appropriate, the enhancement of WC5 would include either slubbing out or ditch deepening / widening; The potential for WC5 enhancements to be extended southwards will be investigated; and WC6 should not be viewed as a priority for mitigation and enhancement (any enhancements to WC6 would not be considered as compensation habitat).
10	Amphibian and Reptile Surveys	Natural England accepts the results of Appendix 8C of the ES, which concludes that amphibian and reptiles are unlikely to be within the area of works and that no further survey work is required, as noted in the Response to the Examining Authority's Written Questions (REP2-024).

5 Signatures

	Natural England	Norfolk County Council (the Applicant)
Signature		
Printed Name	Catherine Whitehead	Gavin Broad
Title	Senior adviser - Sus Dev	Project Engineer
On behalf of	Natural England	Norfolk County Council
Date	04/02/2020	04/02/2020

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Appendix B – Statement of Common Ground with Historic England at Deadline 1

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/010 Appendix B: Statement of Common Ground with Historic England at Deadline 1

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/010

Date: 8 October 2019

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
The APFP Regulations	The Infrastructure Planning (Applications - Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)
DCO	Development Consent Order
ES	Environmental Statement
GYBC	Great Yarmouth Borough Council
HEDBA	Historic Environment Desk-Based Assessment
MMO	Marine Management Organisation
NCC	Norfolk County Council
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
WSI	Written Scheme of Investigation

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the promotion by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate, on behalf of the Secretary of State for Transport ('the SoS').

1.2 Aim of this document

- 1.2.1 The aim of this SoCG between the Applicant and Historic England is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion; and
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Historic England in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
04/10/2017	Letter (pre-application advice, stage 2 consultation)	Letter from Historic England's Principal Inspector of Historic Buildings and Areas, setting out cultural and historical features for consideration as well as highlighting that previous work has suggested the potential for buried archaeological remains and deposits.
16/01/2018	Letter	In response to proposed ground investigation works, correspondence from Historic England's Inspector of Ancient Monuments, detailing the opportunity to enhance archaeological knowledge during ground investigation.
07/03/2018	Email	Request from WSP's Cultural Heritage Competent Expert to Historic England to discuss the ground investigation works and the reports to be produced, as well as the licence required from the Marine Management Organisation (MMO).
20/03/2018	Email	From Historic England's Inspector of Ancient Monuments (Bedfordshire, Norfolk and Suffolk) to WSP's Cultural Heritage Competent Expert, suggesting that the method statement should be sufficient to secure the MMO condition, and confirming that the Historic Environment Desk-Based Assessment (HEDBA) has been read.
15/05/2018	Letter (late response to Scoping Report)	Confirmation from Historic England of a broad support for the approach taken in the Scoping Report and the adequacy of the historic environment baseline, at the scoping stage.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
23/08/2018	Email	Contact from WSP's Cultural Heritage Competent Expert to Historic England, to identify contact details for the case officer and provide details of the Scheme.
03/12/2018	Telephone call	Call from Historic England to WSP's Cultural Heritage Competent Expert to discuss the section 42 response.
03/12/2019	Email	HEDBA sent to Historic England for comment.
07/12/2018	Section 42 Response	Primary advice relates to the impact of the Scheme on scheduled monuments, listed buildings and conservation areas and their settings, and direct impacts on non-designated heritage assets.
08/03/2019	Email	Historic England gives broad support for the approach taken in the HEDBA and advice regarding impact on designated heritage assets, conservation area settings and non-designated heritage assets.
21/08/2019	Letter	Letter from the Historic England's Inspector of Historic and Buildings and Areas (Norfolk, Suffolk and Bedfordshire) with their relevant representation. Relevant representation stated Historic England's intention to review and comment regarding designated heritage assets and archaeological deposits of interest as part of the examination.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Historic England are commented on further in this SoCG:

- Approach to assessment;
 - Assessment methodology; and
 - Post-consent palaeoenvironmental assessment.
- Significant heritage assets;
 - Significance of key heritage assets;
 - Gazetteer contents;
 - Effects on listed buildings; and
 - Impacts on conservation areas.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SoCG have not been discussed between the parties as they have not been raised by Historic England.

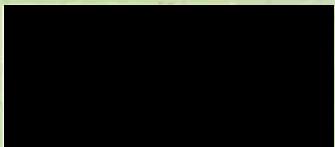
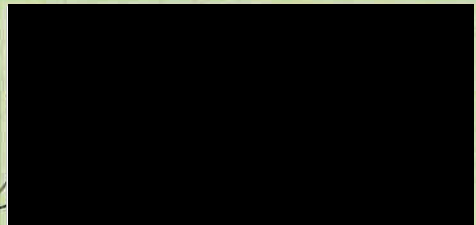
4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Approach to Assessment		
1	Assessment methodology	It is agreed that the broad approach taken in the assessment methodology is suitable.
2	Post-consent palaeoenvironmental assessment	It is agreed that, as part of the post-consent archaeological investigative works a palaeoenvironmental assessment will be undertaken. As outlined in Section 4.4 of the Archaeological Written Scheme of Investigation (document reference 6.9) the palaeoenvironmental assessment will include a geoarchaeological borehole survey which will enable the value of the palaeoenvironmental material within the cores to be identified.
Significant Heritage Assets		
2	Significance of key heritage assets	It is agreed that the assessment of heritage significance has been correctly assigned to those heritage assets within the remit of Historic England
3	Gazeteer contents	It is agreed that the gazeteer (Annex A to the HEDBA, an appendix of Chapter 9 of the Environmental Statement (ES): Cultural Heritage; document reference 6.1), does not omit any significant heritage assets within the remit of Historic England.
4	Effects on listed buildings	Prior to the application for the a DCO Historic England suggested further assessments of views from a number of specific listed buildings. It is agreed that the assessment of effects in the ES (document reference 6.1), as submitted, addressed these. It is now agreed that the assessment is adequate and there is no harm to historic significance of these assets.

Ref.	Description of matter	Details of Agreement
		However, the assessment of the Grade II Listed Dolphin Public House (paragraph 9.4.6 of the ES (document reference 6.1)) raised concerns by Historic England. It is agreed that there would be a measure of harm to the historic significance of the Dolphin Public House due to a change in its setting. Given that the setting provides a limited contribution to the overall value of the Dolphin, this would be less than substantial harm in terms of the National Networks National Policy Statement (paragraphs 5.131 to 5.136). This agreement is consistent with the conclusions presented in Appendix 9B: Historic Environmental Desk-Based Assessment of the ES (document reference 6.2), notably paragraph 8.5.5 to 8.5.6.
5	Impacts on conservation areas	Historic England suggested impacts on conservation areas needed further consideration. The ES (document reference 6.1), as submitted, confirmed that the Scheme will have no impacts on conservation areas. It is now agreed as such.

5 Signatures

	Historic England	Norfolk County Council (the Applicant)
Signature		
Printed Name	David Eve	Gavin Broad
Title	Inspector of Historic Buildings and Areas	Project Engineer
On behalf of	Historic England	Norfolk County Council
Date		3/10/19.

Appendix C – Statement of Common Ground with Environment Agency at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix C: Statement of Common Ground with the Environment Agency at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
The APFP Regulations	The Infrastructure Planning (Applications - Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)
DCO	Development Consent Order
ES	Environmental Statement
FRA	Flood Risk Assessment
HAWRAT	Highways Agency Water Risk Assessment Tool
IDB	Internal drainage board
The Planning Act	The Planning Act 2008
WFD	Water Framework Directive
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
SuDS	Sustainable Drainage Systems

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the promotion by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate, on behalf of the Secretary of State for Transport ('the SoS').

1.2 Aim of this document

- 1.2.1 The aim of this SoCG between the Applicant and the Environment Agency is to provide a record of engagement between the parties, including the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

- 1.3.1 In this SoCG:
- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
 - Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion; and
 - Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and the Environment Agency in relation to the Scheme is given in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
18/05/2017	Meeting	Initial meeting between the Applicant and the Environment Agency regarding the Environment Agency's flood defence scheme, Epoch 2 (hereafter referred to solely as 'Epoch 2'), the Scheme and discussion of the interaction between the two.
22/05/2017	Email	WSP's (at the time Mouchel) Competent Expert for Flood Risk requests to use Environment Agency data in the development of the Scheme as part of the EIA process.
28/06/2017	Email	Response to WSP's (at the time Mouchel) Competent Expert for Flood Risk's request for access to Environment Agency data. Data provided by the Environment Agency's Customer and Engagement Officer, in the form of a map, a table and flood model data.
03/11/2017	Letter	Letter from Environment Agency's Sustainable Places Planning Specialist to the Applicant's Consultation Competent Expert providing a late response to the Stage 2 consultations.
28/03/2018	Email	Presentation of the High-Level Drainage Strategy Plan by WSP's Competent Expert for Drainage to the Environment Agency for comments.
16/04/2018	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
03/05/2018	Scoping Opinion	The Environment Agency's response to scoping highlights the need to pay particular attention to the following themes in the Environmental Statement (ES): flood risk; water quality; contaminated land; nature conservation; and requirements for environmental permits.
10/05/2018	Email	Communication with Environment Agency to clarify the position on licencing of the received data from the Environment Agency's Customer and Engagement Officer.
11/05/2018	Email	Response to request for comments on the High-Level Drainage Strategy Plan received; Environment Agency satisfied with the contents, raising no further concerns.
14/05/2018	Email	Confirmation from the Environment Agency that flood model data are available to WSP for projects but noted that model data may be updated within the next six months.
04/06/2018	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
29/06/2018	Email	Environment Agency's Customer and Engagement Officer response to request from WSP's Flood Engineer, for data. The datum for dip point is provided but no bed level is available for the site.
20/08/2018	Email	Follow-up from WSP's Competent Expert for Flood Risk to request a meeting date with the Environment Agency to discuss the flood risk implications of the Scheme and to request a quotation for reviewing the flood model, developed by WSP to assess the effects of the Scheme.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
29/08/2018	Email	Contact made by WSP's Competent Experts for Surface Water and Groundwater with the Sustainable Places Planning Specialist at the Environment Agency, seeking information on water quality monitoring, abstractions, discharges and the river network.
06/09/2018	Email	Follow-up request from WSP's Competent Experts for Surface Water and Groundwater for Environment Agency data on water quality monitoring, abstractions, discharges and the river network.
07/09/2018	Email	Response to data request from WSP's Competent Experts for Surface Water and Groundwater by the Environment Agency, providing data on groundwater abstractions, advising that no information is available on groundwater quality or groundwater levels. Surface water information yet to be identified.
13/09/2018	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
04/10/2018	Meeting	Meeting between the Environment Agency and WSP's Competent Experts for Surface Water, to discuss water environment matters, to include the Scheme mitigation that the Environment Agency sought to be incorporated into the Scheme, the approach to the Water Framework Directive (WFD) assessment and supporting Highways Agency Water Risk Assessment Tool (HAWRAT) and hydromorphological assessments, the proposed drainage strategy, and concerns and assessment requirements for the Scheme.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
19/10/2018	Meeting	Meeting between WSP and the Environment Agency to discuss the appropriateness of the new flood model for the Scheme. Confirmation that WSP should not assume new Epoch 2 scheme will be present for purposes of the assessment.
20/11/2019	Email	Contact from WSP's Competent Expert for Flood Risk to the Sustainable Places Planning Specialist at the Environment Agency, enquiring as to when the delivery of the JBA 2018 model might be expected.
23/11/2018	Written response to meeting	Response from the Environment Agency to address queries from the meeting of 19/10/2018, in relation to the Haven Bridge gauge, defence crest heights and water levels.
05/12/2018 & 06/12/2018	Email	Contact from WSP's Competent Experts for Surface Water and Groundwater to the Environment Agency's Sustainable Places Planning Specialist, following up on data request.
12/12/2018	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
17/12/2018	Letter	Response from the Environment Agency's Sustainable Places Planning Specialist confirming they have no cause for concern from the High-Level Drainage Strategy Plan. They expect that the drainage strategy would be covered in the ES.
11/01/2019	Email	Data received from the Sustainable Places Planning Specialist at the Environment Agency, for water quality monitoring, abstractions, discharges and the river network, as requested.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
16/01/2019	Meeting	Meeting between WSP's Flood Risk Competent Expert (and team), and three contacts at the Environment Agency. Discussion of draft flood risk model results.
28/01/2019	Email/letter	Response from the Environment Agency's Sustainable Places Planning Specialist, on completion of the review of the sediment transport assessment methodology, as provided by WSP on 17/12/2018. Feedback given in terms of tidal boundary derivation, sediment and velocity survey data extraction and processing, 3D baseline model build and calibration, and construction phase assessment.
06/02/2019	Email	Contact from WSP's Environment Lead with the Environment Agency, regarding Protected Provisions and seeking best point of contact.
07/02/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
11/02/2019	Email	Response from the Environment Agency's Sustainable Places Planning Specialist to WSP's Environment Lead to indicate that the legal services team is currently undertaking a review of Protected Provisions that should be available in the next few weeks.
14/02/2019	Email	Response from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist with a note of consents the Applicant is potentially seeking to disapply.
19/02/2019	Report submission	Online submission to Environment Agency of Appendix 16C: Interpretative Ground Investigation Report (document reference 6.2).

Date	Form of Correspondence	Key Topics / Outcomes (if any)
06/03/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
11/03/2019	Email	Comments received from the Environment Agency on Appendix 16C Interpretative Ground Investigation Report (document reference 6.2).
21/03/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
03/04/2019	Email	Contact from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist with a draft of the proposed Environment Agency Protective Provisions.
05/04/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
17/04/2019	Email	Email from the Environment Agency's Sustainable Places Planning Specialist to WSP's Competent Expert for Flood Risk, confirming review of the flood model but raising queries. List of aspects needing to be addressed before resubmission of the model.
17/04/2019	Email	WSP's Competent Expert for Flood Risk acknowledges receipt of email regarding flood model review and requests a meeting to discuss it. (Arranged for 23 rd April 2019.)
23/04/2019	Meeting	Meeting between the Environment Agency and WSP's Competent Expert for Flood Risk to discuss review comments on the tidal model.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
26/04/2019	Email	Response from the Environment Agency's Sustainable Places Planning Specialist to WSP's Environment Lead regarding the disapplication of four pieces of legislation via the draft Protective Provisions.
10/05/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
09/05/2019	Email	Email from the Environment Agency's Flood and Coastal Risk Management Officer following up on the meeting of 23 rd April 2019, with some feedback from the Environment Agency Modelling Specialists.
10/05/2019	Email	Email from the Contractor to the Environment Agency, regarding Epoch 2, delivering a drawing showing the 'zone of influence' overlaid on their current proposal.
16/05/2019	Email	Reply to the Environment Agency's Modelling Specialists' comments on the tidal model review, by WSP's Competent Expert for Flood Risk, highlighting the approach taken and the proposition that a sensitivity test be undertaken.
29/05/2019	Email	Follow-up email from WSP's Flood Engineer, requesting a meeting to discuss the model results.
10/06/2019	Email	Response from Environment Agency's Sustainable Places Planning Specialist to WSP's Flood Engineer that a meeting prior to resubmission of the model would not be possible. However, a second review would go ahead after submission of sensitivity tests and justifications.
13/06/2019	Exhibition attendance	The Applicant attended the Environment Agency's Epoch 2 works drop-in exhibition.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
14/06/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
21/06/2019	Email	WSP's Flood Engineer request for gauge datum confirmation for the purposes of sediment transport modelling from the Environment Agency Enquiries Line.
26/06/2019	Meeting	Discussion between WSP and the Environment Agency to update on the status of the review of the sensitivity testing for the Flood Risk Assessment (FRA) by the Environmental Agency's Modelling Specialists and summary of implications of potential changes to the model.
01/07/2019	Telephone call	Phone call with WSP's Competent Expert for Flood Risk, from Modelling Team at the Environment Agency. Discussion of changes to model since last iteration of sensitivity test run. Response on sensitivity testing and outcomes of modelling and flood risk assessment likely to be received from the Environment Agency in two weeks' time.
16/08/2019	Telephone call	Phone call between WSP's Environment Lead and the Environment Agency's Sustainable Places Planning Specialist to discuss the intended purpose of WSP's proposed meeting.
22/08/2019	Telephone call	Phone call between WSP's Environment Lead and the Environment Agency's Sustainable Places Planning Specialist to discuss the Environment Agency's queries regarding flood modelling.
22/08/2019	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist summarising that the flood model will be run with an extended domain.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
30/08/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussion of the interaction between the two schemes.
21/08/2019	Letter	Letter from the Environment Agency's Sustainable Places Planning Specialist with their relevant representation. Relevant representation discussed flood risk, sediment transport, groundwater, contaminated land, construction practices, nature conservation and protective provisions.
02/09/2019	Email	Email from the Contractor to the Environment Agency's Sustainable Places Planning Specialist regarding the return periods for the current and proposed flood defences.
10/09/2019	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist summarising the progress on the extended domain flood model.
20/09/2019	Email	Email from WSP's Assistant Environment Lead to the Environment Agency's Sustainable Places Planning Specialist summarising the progress on the extended domain flood model.
20/09/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussions around the wording of the SoCG.
25/09/2019 & 27/09/2019	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist summarising the progress on the extended domain flood model.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
01/10/2019 & 02/10/2019	Email	Email correspondence between WSP's Environment Lead, the Environment Agency's Sustainable Places Planning Specialist and the Applicant's Infrastructure Delivery Project Team Manager regarding the SoCG for submission at Deadline 1.
08/10/2019	Response to Relevant Representations	Statement from the Applicant with a response to the relevant representation. The response discussed protective provisions, flood risk assessment, sediment transport, groundwater, water framework directive assessment, contaminated land, outline code of construction practice, ecology and biodiversity.
08/10/2019	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist with an update on the progress of the additional sensitivity modelling.
09/10/2019	Email	Email from the Environment Agency's Sustainable Places Planning Specialist to WSP's Environment Lead with the submission email address for the additional sensitivity modelling.
14/10/2019, 16/10/2019, 17/10/2019 & 18/10/2019	Emails	Email correspondence between WSP's Environment Lead and the Environment Agency's Sustainable Places Planning Specialist on the progress of the additional sensitivity modelling.
21/10/2019 & 22/10/2019	Emails	Emails from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist confirming that the additional sensitivity modelling, model log and a summary memorandum had been uploaded and shared with the Environment Agency.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
30/10/2019	Email	Further to a meeting request by the Applicant's Infrastructure Delivery Project Team Manager, the Environment Agency's Sustainable Places Planning Specialist provided apologies for the meeting on 1 st November 2019 regarding Epoch 2 and provided an update on the Environment Agency's review of the additional sensitivity modelling.
31/10/2019	Email	Dialogue between the Applicant's Infrastructure Delivery Project Team Manager and the Environment Agency's Sustainable Places Planning Specialist acknowledging the comments made in respect of the flood model and FRA on 30 th October 2019 and the review process to be undertaken by the Environment Agency.
13/11/2019	Email	Email from the Environment Agency's Sustainable Places Planning Specialist to WSP's Environment Lead with the results of the review for the additional sensitivity modelling (as submitted to the Environment Agency on the 21 st and 22 nd October 2019).
13/11/2019	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist confirming that the results of the review would be reviewed in detail.
15/11/2019	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist providing the Haven Bridge Inspection Report and confirming that WSP would undertake the further sensitivity runs requested by the Environment Agency for the T1000 event.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
28/11/2019 & 29/11/2019	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist to confirm that, further to their queries on 13 th November 2019, the upload of the additional sensitivity modelling and a summary memorandum had commenced. Subsequent email from WSP's Flood Risk Lead to the Environment Agency's Sustainable Places Planning Specialist to confirm that upload had completed.
29/11/2019	Meeting	Environment Agency's update on progress with Epoch 2, the Applicant's update on progress of the Scheme, and discussions around the wording of the SoCG.
06/12/2019 09/12/2019 & 10/12/2019	Telephone call / Email / Letter	Following the additional sensitivity modelling and associated memorandum being uploaded, the Environment Agency noted technical issues with the download (via email with WSP's Competent Expert for Flood Risk and WSP's Assistant Environment Lead). WSP sent the upload on a USB flash drive to the Environment Agency. Confirmation of receipt was provided by the Environment Agency on 10 th December 2019.
18/12/2019	Telephone call	Phone call between WSP's Environment Lead and the Environment Agency's Sustainable Places Planning Specialist to discuss the timetable for the review of the additional sensitivity modelling and associated memorandum provided, further to their queries on 13 th November 2019. WSP's Environment Lead confirmed to the Environment Agency's Sustainable Places Planning Specialist that the FRA (Document Reference 6.2, Planning Inspectorate Reference APP-135) submitted as part of the application documents is current and that the mitigation and conclusions set out in the FRA remain as presented in the application documents.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
14/01/2020, 15/01/2020, 16/01/2020, 17/01/2020	Emails	Email correspondence between WSP's Environment Lead and the Environment Agency's Sustainable Places Planning Specialist to arrange a meeting in respect of the Environment Agency's response to the Examining Authority's Second Written Questions.
21/01/2020	Meeting	Meeting between the Environment Agency, WSP's Environment Lead, WSP's Competent Expert for Flood Risk and the Applicant's Consultation Competent Expert to discuss each of the matters raised in the Environment Agency's response to the Examining Authority's Second Written Questions and the SoCG for submission at Deadline 6.
22/01/2020 & 23/01/2020	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist providing the minutes from the meeting on the 21 st January 2020 for the Environment Agency's review and approval.
23/01/2020 & 24/01/2020	Email	Email from the Environment Agency's Sustainable Places Planning Specialist to WSP's Environment Lead to confirm receipt of the minutes from the meeting on the 21 st January 2020.
27/01/2020	Email	Email from WSP's Environment Lead to the Environment Agency's Sustainable Places Planning Specialist to confirm that the Applicant remains of the view that further breach modelling is not required at this time.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and the Environment Agency are commented on further in this SoCG:

- Flood risk;
- Fish and benthic ecology;
- Drainage strategy;
- Surface water and groundwater;
- Epoch 2;
- Construction practices;
- Disapplication of consents;
- Sediment transport; and
- Nature conversation.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SoCG have not been discussed between the parties as they have not been raised by the Environment Agency.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Flood Risk		
1	Model domain	<p>It is agreed that the Applicant would undertake additional sensitivity modelling to extend the domain of the model to address Environment Agency concerns. The additional sensitivity modelling, model log and a summary memorandum were uploaded and shared with the Environment Agency on the 21st and 22nd October 2019.</p> <p>The Environment Agency responded with their initial review of the extended domain model on 13th November 2019. The Applicant responded to Environment Agency's further queries on the 13th November 2019 with additional sensitivity modelling and a summary memorandum (uploaded and shared with the Environment Agency on the 28th and 29th November 2019, with a duplicate of the data provided on a USB flash drive and received on the 10th December 2019).</p>

Ref.	Description of matter	Details of Agreement
2	Flood Risk Assessment	It is agreed that the further sensitivity modelling, undertaken to respond to the Environment Agency's queries, confirms that the conclusions presented in the FRA (Document Reference 6.2, Planning Inspectorate Reference APP-135) are sufficient. It is agreed that the Applicant will acknowledge the difference in flood levels (+/- 10 mm), as noted by the further sensitivity modelling issued to the Environment Agency, in the Applicant's response to the written submissions made by the Environment Agency at Deadline 5. It is agreed that an update to the FRA (Document Reference 6.2, Planning Inspectorate Reference APP-135) is not required because the results of the further sensitivity modelling do not change the conclusions, or the mitigation measures set out in the FRA. This item is separate from matters related to breach modelling which remain under discussion.
Flood Defence Scheme ('Epoch 2')		
3	Legal agreement	It is agreed a legal agreement will be made between the Environment Agency and the Applicant as part of the detailed design of the Scheme, addressing the following aspects:

Ref.	Description of matter	Details of Agreement
		<ul style="list-style-type: none"> • The integration of the two schemes; • Confirming the extent of the Flood Defence, the extent of the bridge structure that forms a Flood Defence function, the extent of Flood Defence within the Scheme boundary that will be designed and constructed by the Applicant; • Confirming responsibility, maintenance and operation of the flood defence arrangement within the boundary of the Scheme, including the level of a potential commuted sum payable to the Environment Agency; • Confirming compensation for the Environment Agency's re-mobilisation costs to build the flood wall on the original alignment should the Scheme not proceed; and • Confirming the level of Environment Agency contribution towards the cost of constructing a section of a Flood Defence wall by the Applicant.
4	Provision of temporary flood defences	It is agreed that the Applicant will take appropriate measures to retain flood defences during construction in line with the measure specified in Section 7.4 of the Outline CoCP (Document Reference 6.16, Planning Inspectorate Reference APP-187APP-187 / document reference 6.16), in accordance with the Environment Agency's protective provisions, the detailed terms of which are under discussion.

Ref.	Description of matter	Details of Agreement
5	Acceptance review	It is agreed that the Applicant's design of the Flood Defence will be reviewed for acceptance by an Independent Technical Advisor (appointed by the Environment Agency), with acceptance not being unreasonably withheld, in accordance with the Environment Agency's protective provisions, the detailed terms of which are under discussion.
6	Information sharing	It is agreed that the Environment Agency and the Applicant will share information of relevance to the flood defence aspects of their schemes.
Fish and Benthic Ecology		
7	Methodology and scope of the fish and benthic ecology surveys	No concerns have been raised regarding the methodology and scope used in the fish and benthic ecology surveys.
Drainage Strategy		
8	Methodology and scope of the Drainage Strategy	No concerns have been raised regarding the methodology and scope used in the Drainage Strategy (Document Reference 6.2, Planning Inspectorate Reference APP-136).
9	Culverts and channel diversions	It is agreed that there are no specific requirements for culverts and channel diversions to improve the WFD status.
10	Infiltration drainage	It is agreed that infiltration drainage is not viable for the Scheme due to the likelihood of contaminated land in the area.

Ref.	Description of matter	Details of Agreement
Surface Water and Groundwater		
11	Methodology and scope of the WFD Assessment	<p>No concerns have been raised regarding the methodology and scope used in the WFD Assessment (Document Reference 6.2, Planning Inspectorate Reference APP-132). The WFD Assessment (Document Reference 6.2, Planning Inspectorate Reference APP-132) was required for relevant transitional and groundwater water bodies only.</p> <p>It is agreed that the Scheme is not considered to have any effect on the identified catchment measures; and that the Scheme does not lie within the catchment of any WFD-designated freshwater bodies.</p>
9	Methodology and scope of the HAWRAT Assessment	No concerns have been raised regarding the methodology and scope used in the HAWRAT Assessment (Document Reference 6.2, Planning Inspectorate Reference APP-131).
10	Road drainage and water environment insignificant effects	It is agreed that those effects listed as insignificant, in Chapter 11 of the ES: Road Drainage and the Water Environment (Document Reference 6.1, Planning Inspectorate Reference APP--096) are correctly identified.
11	Water quality	It is agreed that effects on water quality in the immediate and surrounding drains is unlikely to be a material concern in respect of the WFD Assessment (Document Reference 6.2, Planning Inspectorate Reference APP-132).

Ref.	Description of matter	Details of Agreement
12	Dewatering effects	It is agreed, based on the information presented in the Groundwater Modelling Study of the Bascule Pit Groundwater Control System (APP-133 / Environmental Statement – Appendix 11F), that the proposed dewatering is unlikely to have significant effects on local groundwater resources.
13	Broadland Rivers Chalk and Crag groundwater body	It is agreed, that the Scheme is unlikely to have any significant effects on the Broadland Rivers Chalk and Crag WFD groundwater body.
14	Residual contamination to the River Yare or deeper groundwater	It is agreed, that the conclusions presented in the Interpretative Environmental Ground Investigation Report (Document Reference 6.2, Planning Inspectorate Reference APP-150), that residual contamination is not predicted to have significant effects on, or pose a significant risk to the River Yare or deeper groundwater.
Construction Practices		
15	Attenuation storage and pollution controls	It is agreed that the proposed attenuation storage and pollution controls, as presented in the Outline Code of Construction Practice (Document Reference 6.16, Planning Inspectorate Reference APP-187) are considered adequate.
16	Unforeseen contamination	It is agreed that a strategy for unforeseen contamination is necessary. Both Requirement 8 of the draft DCO (Document Reference 3.1, Planning Inspectorate Reference APP-020) and Paragraph 10.3.2 of the Outline CoCP (Document Reference 6.16, Planning Inspectorate Reference APP-187) provides an outline process to be followed in the event of unforeseen contamination.

Ref.	Description of matter	Details of Agreement
Disapplication of Consents		
17	Water Resources Act 1991	It is agreed that the disapplication of the Water Resources Act 1991 will not be included in the draft DCO.
18	Water abstraction licences and discharge activity environmental permits	It is agreed that the Applicant will apply for water abstraction licences and water discharge activity environmental permits in the ordinary manner, as noted in Paragraph 4.1.4 of the Consents and Agreements Position Statement (Document Reference 7.3, Planning Inspectorate Reference APP-194).
Sediment Transport		
18	Methodology and conclusions of the Sediment Transport Assessment	It is agreed that the conclusions reported within the Sediment Transport Assessment (Document Reference 6.2, Planning Inspectorate Reference APP-130) are reasonable.

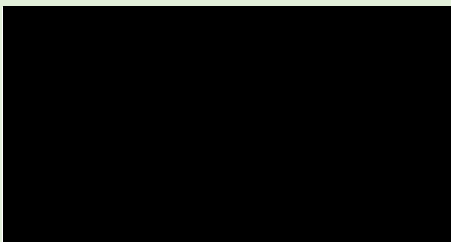
5 Matters under Discussion

Table 5.1: Matters under Discussion

Ref.	Description of matter	Current Position
Breach Modelling		
1	Breach modelling	The need for further breach modelling is under discussion. The Environment Agency considers that further breaching modelling would enable enhanced understanding of velocity, flow and risk effects should a breach occur and would inform flood response teams. The Applicant considers that further breach modelling would not provide any additional information that is not already presented in the FRA (Document Reference 6.2, Planning Inspectorate Reference APP-135) or cannot be readily deduced from the information presented. Moreover, the Environment Agency would be consulted on the emergency preparedness and response plan(s) (the production of which is secured by Requirements 6 (construction phase)) and 10 (operational phase) of the draft DCO (Document Reference 3.1, Planning Inspectorate Reference APP-020)) giving the Environment Agency, as a named consultee, the opportunity to inform these plan(s) and advise on actions specific to a breach of the flood defences.

Ref.	Description of matter	Current Position
2	Disapplication of consent requirements and protective provisions	<p>The parties agree in principle to the disapplication of:</p> <ul style="list-style-type: none"> • Byelaws made under, or having effect as if made under, paragraphs 5, 6 or 6A of Schedule 25 to the Water Resources Act 1991; and • The requirement to obtain an environmental permit in respect of 'flood risk activities' only, under regulation 12 of the Environmental Permitting (England and Wales) Regulations 2016. <p>The parties are discussing the terms of the protective provisions for the benefit of the Environment Agency which will be included in the draft DCO. The Environment Agency grants its consent under section 150 Planning Act 2008 to the disapplication of the above consent requirements conditionally on the inclusion in the draft DCO of agreed protective provisions.</p>
Nature Conservation		
3	Biodiversity net gain	<p>The Environment Agency welcomes a commitment to incorporating biodiversity enhancement measures and is reviewing the proposals identified in Section 6.3 of the Approach to Detailed Design (Document Reference 7.4a, Planning Inspectorate APP-196) secured through Requirement 34 of the draft DCO (Document Reference 3.1, Planning Inspectorate Reference APP-020).</p>

6 Signatures

	Environment Agency	Norfolk County Council (the Applicant)
Signature		
Printed Name	Barbara Moss-Taylor	Gavin Broad
Title	Planning Specialist	Project Engineer
On behalf of	Environment Agency	Norfolk County Council
Date	11/02/2020	11/02/2020

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Appendix D –Statement of Common Ground with
Norfolk County Council (County Planning Authority,
Lead Local Flood Authority and Historic Environment
Team) at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix D: Statement of Common Ground with Norfolk County Council (County Planning Authority) at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
CPA	County Planning Authority
dDCO	Draft Development Consent Order
DCO	Development Consent Order
ExA	Examining Authority
GA	General Arrangement Plans
IDB	Internal Drainage Board
LLFA	Lead Local Flood Authority
NPS	National Policy Statement
NCC	Norfolk County Council
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 30 April 2019 and accepted on 28 May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

- 1.2.1 The aim of this SoCG between the Applicant and Norfolk County Council (NCC), County Planning Authority (CPA) is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion;
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and the CPA in relation to the Scheme is outlined in table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
30/04/2018	Meeting	SoCC in preparation for Stage 3 formal consultation.
23/08/2019	Email	Email discussion with project team to outline scope of NCC as the 'The Applicant' and NCC as the 'County Planning Authority'.
17/09/2018	Meeting	Meeting to initiate Scheme of delegation for NSIP proposals.
08/10/2018	Email	Email discussion in setting out Scheme of delegation for NSIP proposals
03/12/2018	Email	CPA recommendations for NSIP delegations looking at NCC Constitution.
06/12/2018	Meeting	Final discussions around NSIP delegations and separations document for the Scheme.
28/02/2019	Email	Scheme of delegation and planning register Committee update.
26/03/2019	Meeting	The Applicant discussed with CPA the approach to detail design, presenting landscape General Arrangement (GA) plans, Design Report and the Approach to Detailed Design.
04/10/2019	Meeting	Meeting to discuss DCO Requirements.
08/10/2019	SoCG	The Applicant and CPA discussions in relation to the LLFA and Historic Environment team SoCG.
14/11/2019	Meeting	Meeting between the Applicant and CPA to discuss the dDCO and comments that the CPA has with current drafting.
15/11/2019	Meeting & email	Meeting to discuss the Ecology aspects of the Local Impact Report.

25/11/2019	Meeting	Post dDCO hearing (20 November 2019) discussion between the Applicant and the CPA.
28/11/2019	Email	Email discussion to develop the SoCG at deadline 3 with LLFA and Historic Environment teams.
9/12/2019	Workshop	Workshop to discuss, amongst other matters, the draft DCO.
09/01/2020	Meeting	Meeting held to discuss the draft DCO.
31/01/2020	Workshop	Workshop to discuss, amongst other matters, the draft DCO (including discharge of future requirements).
6/02/2020	Email	Email from the Applicant to the CPA to update SoCG for Deadline 6

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and the CPA are commented on further in this SoCG:

- Need for the Scheme
- Landscape and visual impact;
- Socio-economic and community issues;
- Highways and transport;
- Ecology and biodiversity;
- Minerals and waste;
- Air quality and amenity (including noise, dust and vibration);
- Development Consent Order;
- Outline Code of Construction Practise.

3.2 Not Covered in the Statement of Common Ground

3.2.1 Matters related to the historic environment or the functions of the Lead Local Flood Authority are reported under a separate Statement of Common Ground.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Need for the Scheme		
1	Strategic connection	Both the Applicant and the CPA agree that the Scheme is an important part of Norfolk's Local Transport Plan (2011), which sets out the strategy and policy framework for transport in Norfolk up to 2026. They recognise the contribution it can make to the economic growth of Norfolk Policy 7, which recognises the importance of enhancing strategic connections to the international gateway of Great Yarmouth port.
Landscape and Visual Impact		
2	Landscaping	Both the Applicant and the CPA agree that the proposed Scheme has the potential to have a beneficial effect on the area. They agree that the Applicant, technical specialists and appointed contractor should work together to deliver a successful landscaping scheme.
3	Visual impact	Both the Applicant and the CPA agree that the future use of the Scheme, if constructed, will have the potential for a beneficial effect on the area, which is considered to be degraded and lacks a sense of place.

Ref.	Description of matter	Details of Agreement
Socio-economic and Community Issues		
4	Economic opportunities	Both the Applicant and the CPA agree that the Scheme will help to deliver both strategic and local objectives to ensure the opportunities to maximise the economy (including job opportunities, investment and growth) of Great Yarmouth.
Highways and Transport		
5	Strategic highway connections	Both the Applicant and the CPA agree that the Scheme will provide for highway improvements connecting the A47 to the port area, deliver links to the nationally significant role in the renewable energy sector and the offshore oil and gas Industry, and encourage economic growth to the wider area.
Ecology and Biodiversity		
6	Habitats Regulation Assessment	The CPA concurs with the Applicant's Stage 2 Habitats Regulation Assessment.
7	Ecological mitigation	The Applicant and the CPA have discussed the CPA's comment in the Local Impact Report in respect of ecology matters. Further to these discussions and the amendments made to the Outline Code of Construction Practice as submitted at Deadline 6 the parties are now agreed on these matters and the CPA agrees that their concerns set out in the LIR have been dealt with.

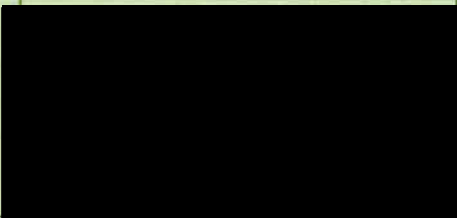

Ref.	Description of matter	Details of Agreement
Minerals and Waste		
8	Materials Management Plan	<p>The CPA and Applicant agree that a Materials Management Plan secured through requirement 5 (code of construction practice) appropriately addresses the Scheme's impacts to materials and waste management.</p> <p>In Revision 3 of the draft DCO (Document Reference: NCC_GY3RC_EX_048, Planning Inspectorate Reference: REP4-005) submitted at Deadline 4, this requirement is now Requirement 6.</p>
Air Quality and Amenity (including noise, dust and vibration)		
9	Air Quality and Amenity (including noise, dust and vibration)	<p>The CPA expect that issues relating to air quality (including noise, dust and vibration) would be addressed by Great Yarmouth Borough Council, and providing the Borough Council is satisfied, the CPA raise no concerns.</p>
Draft Development Consent Order		
10	Requirement 14, Archaeology	<p>Subsequent to the DCO ISH on 20 November 2019 the CPA has received further information from the Applicant and is content that the figure 10 metres remains in the Requirement as originally drafted.</p>

Ref.	Description of matter	Details of Agreement
11	Article 20, Discharge of Water	<p>Following the DCO ISH on 20 November 2019 and the CPA's deadline 3 submission (Planning Inspectorate Reference REP3-018); the Applicant and CPA have further discussed the CPA's concerns in respect of article 20. The parties now agree that the article itself is appropriately drafted and that requirement 10 (surface water drainage) appropriately addresses any concerns regarding sewer capacity should they arise. The Applicant agrees to include further explanation in the final version of the Explanatory Memorandum, to be submitted towards the end of the Examination, that would clarify that sewerage capacity is material to the CPA's determination of an application for approval of the written details of surface water drainage system.</p> <p>In Revision 3 of the draft DCO (Document Reference: NCC_GY3RC_EX_048, Planning Inspectorate Reference: REP4-005) submitted at Deadline 4, this requirement is now Requirement 11.</p>
12	Requirement 4, Design of the authorised development	<p>Following the DCO ISH on 20 November 2019 and the CPA's deadline 3 submission (Planning Inspectorate Reference REP3-018); the Applicant and the CPA have now reached agreement on matters relating to requirement 4. The Applicant and the CPA agree that requirement 4 should be retained as drafted but that a new requirement 5 should be included in Schedule 2 that requires the CPA's approval of aspects of the design of certain specified structures. The parties agree that this should cover the external appearance of the control tower and plant room, and the finish and external materials of the bridge deck. Taking the existing requirement 4 and the new requirement 5 together with the limits of deviation; the parties are content that adequate controls would be in place to regulate the detailed design of the authorised development.</p>

Ref.	Description of matter	Details of Agreement
		The Applicant has included the new requirement 5 in Revision 3 of the draft DCO (Document Reference: NCC_GY3RC_EX_048, Planning Inspectorate Reference: REP4-005).
13	Requirement 6, Code of Construction Practice	The Applicant and the CPA have agreed the form of requirement 6 as it appears in Revision 3 of the draft DCO (Document Reference: NCC_GY3RC_EX_048, Planning Inspectorate Reference: REP4-005).
14	Requirement 7, Landscaping Scheme	The Applicant and the CPA have agreed a form of words for requirement 7 (Landscaping) which has been included in Revision 3 of the draft DCO (Document Reference: NCC_GY3RC_EX_048, Planning Inspectorate Reference: REP4-005) and which includes “boundary treatments” amongst the details listed as being required to be included in any scheme submitted under this requirement.
15	Requirement 9, Contamination	The Applicant and the CPA have agreed to add Great Yarmouth Borough Council as a body to be consulted under requirement 9(1)(b). The Applicant made this change in Revision 2 of the draft DCO (Document Reference NCC/GY3RC/EX/039, Planning Inspectorate Reference REP3-010).
16	Requirement 10, Preparedness and Response Plan	The CPA and the Applicant agree that Norfolk Fire and Rescue Service and the Norfolk Constabulary should be included as consultees under sub-paragraph (1). The Applicant made this change in Revision 2 of the draft DCO (Document Reference NCC/GY3RC/EX/039, Planning Inspectorate Reference REP3-010).
17	Requirement 11, Surface water drainage	The CPA and the Applicant agree that Anglian Water should be consulted in their capacity as sewerage undertaker under requirement 11. The Applicant made this change in Revision 2 of the draft DCO (Document Reference NCC/GY3RC/EX/039, Planning Inspectorate Reference REP3-010).

Ref.	Description of matter	Details of Agreement
18	Schedule 2, Part 2 Requirements 20 & 21, Applications made under requirements.	<p>The CPA has expressed concerns regarding the period of time for determination of applications for the approval of details under requirement, the period of time within which the CPA is entitled to request further information and about the provisions relating to deemed approval.</p> <p>Following further discussions, the parties are agreed that:</p> <ul style="list-style-type: none"> • the period for determination should be 8 weeks; • the period within which additional information may be requested is to be increased to 28 days; and • deemed approval should remain. <p>The Applicant has made changes to Revision 3 of the draft DCO (Document Reference: NCC_GY3RC_EX_048, Planning Inspectorate Reference: REP4-005) to reflect the agreement reached on these matters.</p>
Outline Code of Construction Practice		
19	Outline Code of Construction Practice (Document reference NCC/GY3RC/EX/043, Examination library reference (Planning Inspectorate Reference REP3-014))	The Applicant and the CPA have discussed aspects of the Outline Code of Construction Practice and have reached agreement on the final form of the document, which will be submitted to the Examining Authority at Deadline 6.

5 Signatures

	Norfolk County Council, County Planning Authority	Norfolk County Council (the Applicant)
Signature		
Printed Name	Nick Johnson	Gavin Broad
Title	Head of Planning	Project Engineer
On behalf of	Norfolk County Council, County Planning Authority	Norfolk County Council, The Applicant
Date	11/02/2020	11/02/2020

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix D: Statement of Common Ground with Norfolk County Council (Lead Local Flood Authority) at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
LLFA	Lead Local Flood Authority
SuDS	Sustainable Drainage Systems
IDB	Internal Drainage Board

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').

1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

1.2.1 The aim of this SoCG between the Applicant and Norfolk County Council Lead Local Flood Authority is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Norfolk County Council Lead Local Flood Authority in relation to the Scheme is outlined in **2.1**.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
18/01/2018	Email	WSP requested advice and comment from the LLFA on landscape proposals. LLFA advised to review existing surface water flood risk of scheme and mitigation required, define the existing drainage scheme and how SuDS will be incorporated and link to local flood risk issues and Critical Drainage Catchment defined by LLFA and Great Yarmouth Third River Crossing.
28/03/2018	Email	WSP shared the High Level Drainage Strategy Drawing to allow the LLFA to provide comments
17/04/2018	Meeting	WSP showcased the proposed High Level Drainage Strategy and design principles for the scheme and answered any LLFA queries
18/04/2018	Email	LLFA confirmed what was discussed during the meeting and put forward some recommendations. They also indicated that they had no immediate concerns with the high level drainage concept that only addressed water quantity runoff from the development itself).
04/05/2018	Scoping Opinion response	Key points: <ul style="list-style-type: none"> Existing history of local sources of flooding identified within catchment The need to not increase flood risk All local sources of flooding should be considered with the FRA SuDS to be used and hierarchy demonstrated Demonstration that any discharge location is connected to the wider watercourse network Drainage arrangements consider tide locking of discharge location. Water quality mitigation required

		<ul style="list-style-type: none"> • Consideration of phasing and temporary measures during construction of the site regarding drainage and flood risk • Details on long term management and maintenance are required • Consideration to the standard of protection of the existing surface water drainage system and the requirement of a CCTV survey to identify the condition and location of assets. • Betterment of the existing brownfield runoff scenario is expected • Demonstration of discharge agreements and consents for watercourse realignment are agreed in principle <p>Consideration of high groundwater in the area</p>
29/08/2018	Email	WSP requested information from the LLFA on groundwater flooding in the area. LLFA responded with information held
05/12/2018	S42 Response	<p>Key points:</p> <ul style="list-style-type: none"> • Response to be read in conjunction with the Scoping opinion response • Recommendation to develop drainage design prior to DCO submission • Recommendation that the IDB designate watercourses as 'main drains' • Request that National Standards, LLFA guidance and CIRIA SuDS manual is used • Betterment of the existing brownfield runoff scenario due to local issues of flooding • Utilise multiple benefit components of SuDS for flooding, water quality, habitat and amenity. <p>Use of up to date FEH rainfall data</p>
08/02/2019	Informal meeting	WSP updated the LLFA with the latest approach for the Scheme Drainage Strategy and discussed SoCG. LLFA indicated recommendations, including more detail on design of scheme to include in the proposal prior to applying for DCO
21/02/2019	Cumulative Effects response	<p>Key Points:</p> <p>Potential for well-designed SuDS and culvert upgrades to provided positive cumulative impact on flooding locally</p>

24/02/2019	Email	WSP shared the latest version of the Scheme Drainage Strategy for LLFA comments
01/03/2019	S42 Red line boundary change response	Key Points: Clarity is required on land needed for mitigation of flooding impacts including changes to ordinary watercourses and runoff (SuDS) attenuation features.
01/03/2019	Informal meeting	WSP updated the LLFA with the latest approach for the Scheme drainage strategy. LLFA indicated recommendations, including more detail on design of scheme to include in the proposal prior to applying for DCO
03/03/2019	Email	WSP shared the latest version of the SoCG for LLFA to provide comments
12/03/2019	Letter	LLFA provided further comments on the SoCG and matters requiring further discussion prior to agreement. Key Points: <ul style="list-style-type: none"> • Review of design standards • Use of climate change allowances • Location of possible SuDS • 4 pillars of SuDS vs proprietary systems • Existing surface water flow path mitigation • Existing drainage scheme calculations • Proposed drainage scheme calculations • Increases of flood risk Assessment and mitigation for ordinary watercourse flood risk
18/03/2019	Meeting	LLFA, Applicant and WSP discussed issues outstanding regarding local flood risk and SuDS. Noted that the design of the scheme has not been finalised
26/03/2019	Letter	LLFA provided further comments on matters outstanding: Key Points: <ul style="list-style-type: none"> • Linkages of Drainage to Landscaping strategy and wider scheme multifunctional benefits • Outline land required for drainage considering runoff calculations

		<ul style="list-style-type: none"> • Assessment of ordinary watercourse and SUDS elements • Existing drainage scheme calculations • Betterment of scheme from existing scenario <p>Potential increases of flood risk</p>
30/04/2019	Discussion	LLFA provided advice on roles and responsibilities of Risk Management Authorities (including Internal Drainage Board) regarding maintenance works on the ordinary watercourse near Burgh road and around South Town Common.
16/07/2019	Email	WSP shared additional information with relation to the drainage strategy
30/07/2019	Meeting	WSP and LLFA met to discuss matters of FRA and drainage strategy made available to LLFA on 29 July via DCO application.
31/07/2019	Email	<p>LLFA provided updated comments on new available information via DCO application documents on the FRA and Drainage Strategy. Matters discussed;</p> <ul style="list-style-type: none"> • Requirement to expand on SuDS hierarchy – regional control over site control • Potential for increases of flood risk from the new development impermeable area • Lack of assessment of local flood risk from the ordinary watercourse, mitigation for loss of flood storage and how SuDS would be located out of existing flood storage areas • The information in the FRA on the impact and mitigation for surface water flood risk is not sufficient; further information required. • The requirement to provide a table which lists greenfield, brownfield of existing and proposed runoff rates / volumes and includes extra return periods • The requirement to explain the differences between the FRA and Drainage strategy on the drainage runoff rates/ volumes from the development.

		Clarity on the numbering of the diagrams in the FRA e.g. Figure 12B.3
21/08/2019	Meeting	Applicant, WSP and LLFA to discuss way forward on the requirement for further information. Agreed Applicant (via WSP) would provide a technical note to clarify issues outstanding and discrepancies between FRA and Drainage Strategy.
01/10/2019	Email	LLFA shared the latest updated SoCG.
02/10/2019	Email	WSP shared the latest updated SoCG. Evidence to alleviate the LLFA's listed concerns will be compiled and included within the Contractor's next drainage design submission.
14/11/2019	Email	Applicant shared a memo produced by WSP with additional information.
26/11/2019	Email / Letter	LLFA provided further direction to each point under discussion.
09/12/2019	Meeting / Workshop	Discussion and action on points raised on 26 November including; <ul style="list-style-type: none"> • Detail on historical flooding. • Assessment of flood risk and impact of surface water flooding on east from embankment via interpretation of existing mapping. • Assessment of flood risk and impact of fluvial flooding on west side from ordinary watercourse via a 1D model. • Clarifications on SuDS hierarchy, greenfield and brownfield runoff for both sides of the development.
20/12/2019	Email	Applicant shared a memo produced by WSP with supplementary information.
23/12/2019	Email	LLFA raised clarification queries on information.
07/01/2020	Email	Applicant shared an updated memo that replaced the previous version (20/12/2019) produced by WSP with supplementary information.
08/01/2020	Email / Letter	LLFA provided summary of technical review of information which includes: <ul style="list-style-type: none"> • Assessment of flood risk and impact of surface water flooding on east from

		<p>embankment via interpretation of existing mapping. Mitigation will be considered including additional water into the drainage scheme.</p> <ul style="list-style-type: none"> • Assessment of flood risk and impact of fluvial flooding on west side from ordinary watercourse via a 1D hydraulic model. Mitigation for increases in flood risk will be considered during the works on the ordinary watercourse and culverts which will be consented by the IDB. • Clarifications on SuDS hierarchy, greenfield and brownfield runoff for both sides of the development detailing minimum and maximum runoff rates / volumes for the development. • Suggested changes to the outline code of construction practice to consider temporary measures and weather warnings for all sources of flooding during the construction of the bridge.
08/01/2020	Email	LLFA updated and shared the SoCG.
15/01/20	Email	Applicant shared the updated Outline Code of Construction Practice incorporating the LLFA's comments.
16/01/2020	Email	Applicant amended and shared an updated version of the SoCG.
20/01/2020	Email	LLFA confirmed it had no further comments to make on the Outline Code of Construction Practice.
29/01/20	Email	LLFA amended and shared the SoCG
03/02/20	Email	Applicant amended and shared the SoCG with the LLFA to seek agreement on outstanding matters under discussion.
04/02/201	Email	LLFA confirmed acceptance of SoCG and that they would arrange for the document to be signed.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Norfolk County Council Lead Local Flood Authority are commented on further in this SOCG:

- Environmental Statement, Flood Risk Assessment & Drainage Strategy

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by Norfolk County Council Lead Local Flood Authority.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Environmental Statement, Flood Risk Assessment & Drainage Strategy		
1	Guidance	It is agreed that National Policy Statements for National Networks (NSIP policy), SuDS National standards, <i>Guidance on Norfolk County Councils Lead Local Flood Authority role as Statutory Consultee to Planning</i> and the CIRIA SuDS Manual will be followed by the Contractor whilst developing the detailed drainage design, both of which are referenced in paragraph 1.6.1 of the Drainage Strategy
2	Flood Risk Assessment	<p>It is agreed that the review of groundwater flooding with the Flood Risk Assessment (Version 0) 30th April 2019 is representative of known information.</p> <p>It is understood from verbal confirmation that reference to FRA Figure 12B.3 in the text actually refers to FRA Figure 12B.2</p> <p>Supplementary information has been provided by the Applicant which identifies the risk and impact of flooding from local sources. It is agreed that;</p> <ul style="list-style-type: none"> • The risk of flooding from surface water on the east side that could be displaced by the embankment is likely to be intercepted by the pre-earthworks drainage and mitigation will be included within the detailed drainage design. • The risk of flooding from the ordinary watercourse could potentially increase from the development adjacent, but mitigation will further be scoped during detailed design and will include careful consideration of culvert upgrades which will be consented by the Internal Drainage Board.

Ref.	Description of matter	Details of Agreement
		<ul style="list-style-type: none"> The detailed drainage strategy will be developed at detailed design stage to consider any flooding originating offsite from surface water or fluvial flooding from the ordinary watercourse. It will also review the surcharge outfall scenarios. <p>That there is existing drainage on the east side of the development which clarifies that discharging above greenfield rates would not increase the risk of flooding at this location.</p>
3	Drainage Maintenance	<p>It is agreed that, in principle, the long-term maintenance will be undertaken by Norfolk County Council as Highways Authority for the drainage scheme.</p> <p>It is agreed that, in principle, the Internal Drainage Board (IDB) will adopt the ordinary watercourse as a main drain and regularly maintain it. If not adopted as a main drain it will remain in riparian ownership for maintenance. This matter has been considered by the IDB Board and they have agreed subject to matters as listed in the IDB SoCG.</p>
4	Outline SuDS design	<p>It is agreed that, in principle, a drainage scheme will be designed to the design standards as suggested in section 1.5 of the Drainage strategy Version 0 30 April 2019, compliance with which is secured through the DCO requirements.</p> <p>It is agreed that the SuDS hierarchy for the location of disposal of surface water from the scheme has been considered. It is noted that groundwater levels are within 2m of the surface around the scheme, and there may be ground contamination, hence the first step on the SuDS hierarchy for the location of disposal of surface water, infiltration, is not practical. The scheme then intends to:</p> <ul style="list-style-type: none"> On the west - discharge by gravity to a watercourse or will provide evidence to demonstrate why this is not achievable. On the east – discharge by gravity to a combined sewer as there is no watercourse or surface water sewer available within the built-up area.

Ref.	Description of matter	Details of Agreement
		<ul style="list-style-type: none"> That there is no option to drain directly to the Yare from either side by gravity considering the onsite constraints, although discharge to the Yare through other means is retained as an option. <p>It is agreed that calculations, in the latest supplementary information provided by the Applicant, show representative greenfield and brownfield runoff rates and volumes. These are split down to show the current pre-development brownfield runoff rates / volumes and the greenfield runoff rates for the additional impermeable area in the Scheme. Joining these values together show the maximum discharge rates that would be proposed to prevent an increased risk of flooding from the Scheme. The minimum rates shown are those that could be provided to achieve 100% betterment and return the development to greenfield rates /volumes.</p>
5	Landscape Strategy	It is agreed that the landscape strategy (Document 7.4a Design Report Section 6.2) provides an overview of the opportunities for integrated landscape /sustainable drainage solutions available.
6	Flood Risk Mitigation	<p>The Flood Risk Assessment (FRA) and associated plans identifies the risk of flooding from surface water as shown on the Risk of Surface Water flood Map (FRA Plate 6.1) and the supplementary information provided by the Applicant provides further detail on the risk of flooding arising from the ordinary watercourse. The level of assessment presented in the FRA is proportionate and appropriate to inform the decision to grant, or not, development consent for the Scheme.</p> <p>A detailed review of the final detail design will be required on the precise impact the scheme will have on this existing flooding sources and what measures to manage flood risk will be provided. This will be secured through requirement 11 (surface water drainage), which the Applicant has amended in revision 4 of the draft DCO to require the</p>

Ref.	Description of matter	Details of Agreement
		<p>details of the surface water drainage scheme to also include measures for the management of flood risk. The mitigation has currently been scoped and may include:</p> <ul style="list-style-type: none"> • On the east side, inclusion of SuDS and consideration for displaced surface water flooding within the drainage design. • On the western side, increase in water level from development adjacent to the ordinary watercourse and Southtown Common to be considered within the detailed design of the Scheme (roundabout and road construction) and upgrades to the culverts. • On the western side, additional storage may be required within the drainage scheme considering a surcharged outfall and to avoid flooding from the ordinary watercourse.
7	Detailed Design	<p>Further discussion is required between the LLFA and Applicant for a detailed drainage design to be submitted and agreed with the LLFA and other relevant risk management authorities. Information required will include the following elements:</p> <ul style="list-style-type: none"> • The provision of SuDS highlighting how they aim to achieve the 4 pillars and showing how pollution treatment and attenuation of runoff volume and rates have been achieved; • How the design will meet with the National Standards (Non-Statutory technical standards for SuDS), including how the Scheme could return brownfield runoff rates / volumes as close to greenfield as possible and if not possible to show betterment to existing brownfield run off rates and provide evidence to demonstrate why it is not possible. Clarification of proposed final runoff rates should also be provided; • If pumping is required, then how this is evidenced as necessary over gravity in line with S12 standard in the SuDS standards; • Appropriate use of Climate Change allowances, for new design storage volumes required but not applying climate change to existing or proposed runoff rates;

Ref.	Description of matter	Details of Agreement
		<ul style="list-style-type: none"> • Consideration for not adversely increasing flood risk from any source of flooding by building structures in areas at risk or provision new impermeable area. Providing appropriate mitigation where required; • Consideration of Scheme construction phasing and temporary works required to prevent an increased risk of flooding which may be through the Code of Construction Practice; • Details on long term management and maintenance schedules of SuDS, drainage structures, ordinary watercourses or structures e.g. culverts; • Demonstration that detailed designs would be acceptable in principal to other risk management authorities, including realignment of any watercourse, culverting and discharge of surface water runoff to third part assets; and • Use of up to date FEH catchment rainfall data (2013) within any modelling. • Provision of CCTV survey data to evidence the standard of condition of the current drainage system

5 Matters under Discussion

Table 5.1: Matters under Discussion

Ref.	Description of matter	Current Position
Environmental Statement, Flood Risk Assessment & Drainage Strategy		
1	N/A	N/A

6 Matters Not Agreed

Table 6.1: Matters Not Agreed

Ref.	Description of matter	Details of Matter not Agreed
N/A		
1	N/A	N/A

7 Signatures

	Norfolk County Council, Lead Local Flood Authority	Norfolk County Council (the Applicant)
Signature		
Printed Name	Nick Johnson	Gavin Broad
Title	Head of Planning	Project Engineer
On behalf of	Norfolk County Council, County Planning Authority	Norfolk County Council
Date	06 February 2020	10 February 2020

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/034 Appendix D: Statement of Common Ground with Norfolk County Council (Historic Environment) at Deadline 3

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/034

Date: 28 November 2019

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
The APFP Regulations	The Infrastructure Planning (Applications - Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)
DCO	Development Consent Order
ES	Environmental Statement
GYBC	Great Yarmouth Borough Council
HEDBA	Historic Environment Desk-Based Assessment
NCC	Norfolk County Council
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
WSI	Written Scheme of Investigation

1 Introduction

1.1 Purpose of this Document

- 1.1.1** This Statement of Common Ground ('SoCG') has been prepared in relation to the promotion by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2** The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate, on behalf of the Secretary of State for Transport ('the SoS').

1.2 Aim of this document

- 1.2.1** The aim of this SoCG between the Applicant and, in its capacity as local planning authority, Norfolk County Council's (NCC's) Historic Environment Team is to provide a record of engagement between the parties, including the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

- 1.3.1** In this SoCG:
- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
 - Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
 - Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and NCC's Historic Environment Team in relation to the Scheme is given in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
10/01/2018-12/01/2018	Telephone calls and follow-up emails	Contact made by The Applicant's Cultural Heritage Competent Expert with the Acting Senior Historic Environment Officer at NCC, to open discussions on the pre-application archaeological works requirement for the Scheme. Sight of the Historic Environment Desk-Based Assessment (HEDBA (document reference 6.2)) was requested by NCC.
19/02/2018	Email	Provision of HEDBA (document reference 6.2) to NCC's Acting Senior Historic Environment Officer.
07/03/2018	Email	Consultation documents (pre-application advice, stage 2 consultation letter; letter relating to ground investigation for purposes of marine licence application) from Historic England shared by WSP's Cultural Heritage Competent Expert with NCC's Acting Senior Historic Environment Officer.
12/03/2018	Email	Response from NCC's Historic Environment Officer following receipt of HEDBA (document reference 6.2), with suggested amendments.
16/05/2018	Scoping Opinion	Suggestion from NCC's Historic Environment Team that the HEDBA (document reference 6.2) should be made into a fuller document and recommendations for a desk-based palaeoenvironmental assessment and borehole survey were given. The potential for an effect on the setting of listed buildings and undesignated historic buildings was noted.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
21/08/2018	Email	Contact from The Applicant's Cultural Heritage Competent Expert with NCC's Historic Environment Team to initiate a discussion on potential above-ground and below-ground impacts on cultural heritage.
15/10/2018	Meeting	The Applicant's Cultural Heritage Competent Expert and NCC's Acting Historic Environment Team Leader discussed the Scheme's potential impacts on cultural heritage and the approach to the environmental assessment.
19/10/2018	Email	Communication from The Applicant's Cultural Heritage Competent Expert to NCC's Acting Historic Environment Team Leader, summarising the main points of discussion in the meeting (see Table 4.1 for those matters agreed), dated 15/10/2018, as above.
22/10/2018	Email	Response from NCC's Acting Historic Environment Team Leader, acknowledging an accurate summary of the meeting of 15/10/2018, as provided by The Applicant's Cultural Heritage Competent Expert.
03/12/2018	Email	Communication from The Applicant's Cultural Heritage Competent Expert to NCC's Acting Historic Environment Team Leader, issuing a new draft of the HEDBA (document reference 6.2) for review.
19/02/2019	Email	Comments and suggestions on HEDBA (document reference 6.2) from NCC's Acting Historic Environment Team Leader, which were then incorporated into the document.
28/03/2019	Email	Communication from The Applicant's Cultural Heritage Competent Expert to NCC's Acting Historic Environment Team Leader, issuing a draft of the Written Scheme of Investigation (WSI; document reference 6.9) for review.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
11/04/2019	Email	Comments and suggestions on WSI (document reference 6.9) from NCC's Acting Historic Environment Team Leader, which were incorporated into the document.
20/11/2019	Issue Specific Hearing 2	Comments and suggestions on the wording of Requirement 13 of the draft DCO (Document Reference NCC/GY3RC/EX/023, Planning Inspectorate Reference REP2-009) from NCC's Historic Environment Team.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and NCC's Historic Environment Team are commented on further in this SoCG:

- Cultural heritage documentation;
- Surveys and assessments; and
- Settings.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SoCG have not been discussed between the parties, as they have not been raised by NCC's Historic Environment Team.

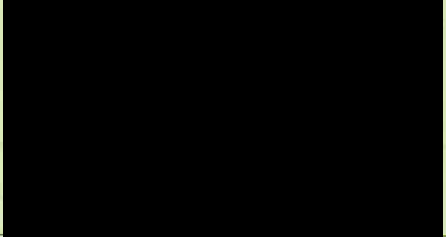
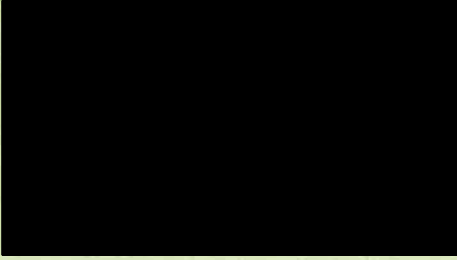
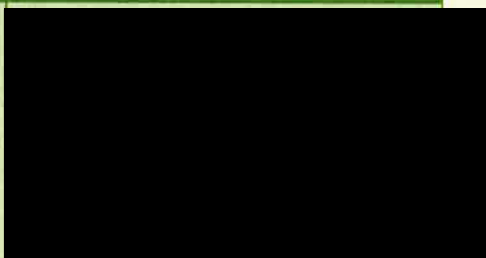
4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Cultural Heritage Documentation		
1	Content of the HEDBA (Document Reference 6.2)	The HEDBA (Document Reference 6.2) incorporates the comments made on the draft by NCC's Historic Environment Team. It is agreed that the HEDBA (Document Reference 6.2) meets NCC's Historic Environment Team's requirements.
2	Content of the WSI (Document Reference 6.9)	The WSI (Document Reference 6.9) incorporates the comments made on the draft by NCC's Historic Environment Team. It is agreed that the WSI (Document Reference 6.9) meets NCC's Historic Environment Team's requirements.
3	Wording of Requirement 13 of the draft DCO (Document Reference NCC/GY3RC/EX/023, Planning Inspectorate Reference REP2-009)	It is agreed that wording of Requirement 13 of the draft DCO (Document Reference NCC/GY3RC/EX/023, Planning Inspectorate Reference REP2-009) meets NCC's Historic Environment Team's requirements. The agreed wording states <i>"No construction operations are to take place within 10 metres of the revealed remains for a period of 14 days from the date of such notification unless otherwise agreed in writing by the county planning authority"</i> .
Surveys and Assessments		

Ref.	Description of matter	Details of Agreement
4	Desk-based palaeoenvironmental assessment	Through discussion between the parties it was agreed that a desk-based palaeoenvironmental assessment would be undertaken. This was completed and reported in Chapter 9 of the Environmental Statement (ES): Cultural Heritage (Document Reference 6.1).
5	Intrusive surveys	It is agreed that intrusive surveys were not required prior to application for a DCO and that these would be undertaken during the pre-construction period. A programme of further investigation has been included in the WSI (Document Reference 6.9), which has been agreed with NCC's Acting Historic Environment Team Leader.
Settings		
6	Setting of designated heritage assets	It is agreed that this assessment is appropriate. Further detailed design will take place but will not affect the conclusions of the assessment. Potential effects on the setting on the heritage assets were discussed and agreed.
7	Setting of listed buildings and undesignated historic buildings	Additional assets identified during the assessment (e.g. a building on Fish Wharf (WSP01) and The Maltings building (WSP02)) have been discussed and it is agreed that effects on the settings of these buildings have been addressed adequately in the HEDBA (Document Reference 6.2). Comments from NCC's Acting Historic Environment Team Leader were incorporated.
8	Setting of conservation areas	It is agreed that no significant effects would be likely on the setting of conservation areas.

5 Signatures

Norfolk County Council's Historic Environment Team		Norfolk County Council (relevant Planning Authority)
Signature		
Printed Name	James Albone	Nick Johnson
Title	(Acting) Historic Environment Strategy & Advice Team Leader	Head of Planning
On behalf of	Norfolk County Council's Historic Environment Team	Norfolk County Council as relevant Planning Authority
Date	28/11/2019	28/11/2019
Norfolk County Council (The Applicant)		
Signature		
Printed Name	Gavin Broad	
Title	Project Engineer	
On behalf of	Norfolk County Council	
Date	28/11/2019	

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Appendix E – Statement of Common Ground with Great Yarmouth Borough Council at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix E: Statement of Common Ground with Great Yarmouth Borough Council at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
EHO	Environmental Health Officer
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing (GYTRC) project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
GYTRC	The Great Yarmouth Third River Crossing
NCC	Norfolk County Council

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').

1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

1.2.1 The aim of this SoCG between the Applicant and Great Yarmouth Borough Council (GYBC) is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

- 2.1.1** A summary of the key meetings and correspondence that have taken place between the Applicant and GYBC in relation to the Scheme is outlined in Table 2.1.
- 2.1.2** A representative from GYBC attends regular project team Delivery Team Meetings with the Applicant for the Scheme. These meetings have been ongoing since May 2017.
- 2.1.3** A representative from GYBC sits on the GYTRC project board for the Scheme. The Board meetings have been ongoing since February 2017.
- 2.1.4** GYBC Housing Department are involved with the rehousing of Housing Association tenants from the residential properties historically acquired for the Scheme by NCC. Liaison between NCC, GYBC and the Housing Association has been ongoing since February 2018.
- 2.1.5** Historical discussions have taken place between the Applicant and GYBC dating back to 2009 when the Great Yarmouth and Gorleston Area Transportation Strategy (2009) examined a wide range of strategic solutions to the areas transport problems. The strategy mentions the Third River Crossing on several occasions citing it as a major scheme designed to overcome the problem of limited road access to the peninsula of Great Yarmouth and the congestion which this causes. Not all historical discussions have been recorded below within the Table 2.1 Record of Engagement.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
18/07/2017	Email	WSP's Air Quality Competent Expert contacted the Environmental Health Officer (EHO) to discuss NO ₂ scheme-specific diffusion tube air quality monitoring locations.
02/02/2018	Telephone call (with summary email)	WSP's Noise and Vibration Competent Expert contacted the EHO to discuss the baseline noise survey, inclusive of locations and the methodology.
23/02/2018	NPS meeting with GYBC	Discussion regarding initial land take proposals.

02/03/2018	NPS email to GYBC	Confirmation that NPS instructed to deal with land issues and desire to open compensation negotiations
05/06/2018	Email	WSP's Landscape and Visual Competent Expert contacted the Principal Strategic Planner to discuss the landscape and visual assessment methodology. Advice to refer landscape matters to Norfolk County Council's Green Infrastructure and Landscape Officer.
22/06/2018	Telephone call	Meeting between WSP's Air Quality Competent Expert and the EHO to agree the approach to the local air quality assessment regarding receptor and dispersion model coverage. Discussion regarding the use of Local Authority air quality monitoring data for model verification purposes.
29/08/2018	Email	WSP's Groundwater Competent Expert contacted the Head of Planning and Growth to discuss records of unlicensed abstractions (surface water and groundwater) and unconsented discharges within the area of interest.
20/09/2018	Email	The Head of Planning and Growth confirmed to WSP's Groundwater Competent Expert that GYBC are not aware of any unlicensed abstractions or discharges and do not have any particular water environment concerns with respect to the Scheme. However, the Head of Planning and Growth highlighted the need for the Habitat Regulations Assessment (HRA) (document reference 6.11).
05/10/2018	Email	WSP's Noise and Vibration Competent Expert contacted the EHO regarding the proposed noise

		and vibration assessment methodology.
15/10/2018	GYBC letter: Formal Consultation under Section 42 of the Planning Act 2008	Position statement from GYBC offering support to the proposals of the Scheme.
17/10/2018	Meeting with GYBC	Meeting re: Scheme and land take.
30/11/2018	Call from NPS to GYBC	Telephone discussion regarding South Quay berths 21a-e
30/11/2018	Email from NPS to GYBC	Email regarding South Quay berths 21a-e
12/12/2018	Email	WSP's Air Quality Competent Expert and the EHO agreed the approach to air quality modelling and the verification procedure. It was noted that localised wind speed and direction data for 2018 would shortly be available. This data is not quality controlled or representative of stable wind direction thus was unsuitable for modelling but was used to inform the construction dust assessment.
21/01/2019	Meeting with GYBC Cultural Lead and Community Neighbourhood Manger, WSP, NCC	Discussions around community engagement and public realm for Bollard Quay.
21/01/2019	Meeting with GYBC and WSP	Meeting discussions held of drainage strategy for the GYTRC Scheme.
29/01/2019	NPS meeting with GYBC	General update and discussions regarding land take for the Scheme.
02/02/2019	Teleconference and email	Teleconference and email response to discuss Local Policy, local noise and vibration sources relating to construction and demolition activities.

07/02/2019	Email confirmation from GYBC Property and Asset Manager	Confirmation that, subject to agreement of terms, GYBC would be prepared to grant a new long-term lease for MIND at existing Queen Anne's Road site.
15/02/2019	Email	Agreed with the EHO and WSP's WSP's Air Quality Competent Expert to continue with 2017 Weybourne meteorological data for dispersal modelling due to the lack of quality control procedure for the local wind data measurements.
20/02/2019	Heads of Terms from NPS to GYBC	Draft Heads of Terms sent to GYBC from NPS for discussion and meeting being held on 1 st March 2019
22/02/2019	Telephone call	WSP's Noise and Vibration Competent Expert contacted the EHO to discuss local policies, noise and vibration sources and sensitive receptors.
28/02/2019	WSP email to Head of Planning and Growth	Seeking details of approved of short-term and long-term committed developments.
28/02/2019	Email	WSP's Competent Expert for Cumulative Effects contacted the Head of Planning and Growth to discuss the proposed refinement to the people and communities' assessment study area, the cumulative effects assessment methodology and the list of 'other developments' for the cumulative effects assessment.
01/03/2019	Meeting	Meeting between NPS and GYBC to discuss draft Heads of Terms.
07/03/2019	Email	Follow-up email to the Head of Planning and Growth from WSP's Competent Expert for Cumulative Effects to confirm receipt of the email on the 28/02/2019.

11/03/2019	Email	Head of Planning and Growth confirmed to WSP's Competent Expert for Cumulative Effects agreement with the proposed refinement to the people and communities' assessment study area and the cumulative effects assessment methodology. Regarding the 'other developments' for the cumulative effects assessment changes were suggested.
11/03/2019	Email	Request for further from information WSP's Competent Expert for Cumulative Effects relating to the Beacon Park Extension and the Marina Centre Redevelopment to the Head of Planning and Growth.
12/03/2019	Conference Call	Conference call between NCC, WSP and GYBC Cultural Lead to discuss Appendix A 'Approach to Detailed Design' document.
14/03/2019	Email	Confirmation from the Strategic Director to WSP's Competent Expert for People and Communities that scrubland that would be lost as part of the Scheme should not be considered as Open Space in policy terms because it is undeveloped and has a limited degree of visual amenity by virtue of the trees and shrubs.
21/03/2019	Email	Receipt of further from information from the Head of Planning and Growth to WSP's Competent Expert for Cumulative Effects relating to the Beacon Park Extension and the Marina Centre Redevelopment.
21/03/2019	Email	WSP's Competent Expert for Cumulative Effects contacted the Head of Planning and Growth to confirm the development details

		for the Marina Centre Redevelopment.
21/03/2019	Email	Head of Planning and Growth confirmed to WSP's Competent Expert for Cumulative Effects development details for the Marina Centre Redevelopment.
26/03/2019	GYBC Development Director attendance at Local Planning Authorities meeting.	NCC, WSP meeting with local planning authorities, to discuss palettes of materials and Bollard Quay in preparation for DCO Document 7.4 Design Report and Appendix A 'Approach to Detailed Design'.
29/03/2019	Email from GYBC Development Director	GYBC written comments relating to GY3RC Design Report and Appendix A 'Approach to Detailed Design' documents.
04/04/2019	Email from GYBC Development Director to Applicant	Provision of information for selection of tree species on Bollard Quay, including investigations into previous species loss.
03/06/19	GYBC housing	Meeting to discuss approach to rehousing of remaining residential tenants affected by the Scheme
11/06/2019	Meeting between GYBC and Applicant	Stakeholder meeting to review and discuss matters within draft SoCG.
12/06/2019	Detailed land requirements provided to GYBC by NPS.	Updated detailed breakdown of land requirements and compensation proposals issued from NPS to GYBC for further consideration.
02/07/2019	Email from Head of Planning and Growth to Applicant.	Request for appropriate and timely level of engagement in relation to the ongoing detailed design work, particularly for landscaping and public realm works.
07/02/20	Email from Applicant to Head of Planning and Growth	Updated SoCG issued for agreement

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Great Yarmouth Borough Council (GYBC) are commented on further in this SOCG:

- Strategic matters;
- Permanent land requirements: Property and Assets;
- Surface water management concerns;
- Land Requirements and Business Disturbance during Construction;
- Operational matters;
- Palettes of Materials/Landscaping;
- Other Matters (Noise survey, Local air quality assessment, Noise and vibration assessment, People and communities assessment, open space, redevelopment).

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by Great Yarmouth Borough Council (GYBC).

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
1	Strategic matters Need for and benefits of the Scheme.	<p>The Scheme will bring significant benefits to the economy by better connecting the strategic road network to the deep-water outer harbour, river port and energy-related Enterprise Zone. Investment in this infrastructure will ease congestion for residents and businesses alike, create jobs and unlock further business, regeneration and economic growth opportunities.</p> <p>The Borough Council welcomes the positive economic and social benefits likely to arise as part of the proposal, particularly new opportunities that may emanate from linking communities within South Denes and Southtown Road. The Borough Council regard this as an unprecedented opportunity to explore further community engagement programmes, linked to the new bridge crossing that could support further learning and skills based training e.g. civil engineering, provided through a network of local learning providers. The Borough Council is keen to work alongside Norfolk County Council to identify these opportunities.</p> <p>As a cornerstone of our Corporate Plan and the Great Yarmouth Local Plan Core Strategy, the Third River Crossing, as set out in the proposals under Section 42 of the Planning Act 2008, is supported by the Council. As such, the Borough Council wishes to continue its pro-active engagement with Norfolk County Council.</p>
2	Permanent Land Requirements: Property and Assets	GYBC are not objecting to the Applicant's requirements for compulsory acquisition of property and land assets required for the development.

Ref.	Description of matter	Details of Agreement
		As yet, the Heads of Terms are not finalised or agreed, but are subject to ongoing dialogue.
3	Surface Water Management	It is recognised that further consultations and assessment, as identified through the Preliminary Environmental Information Report, are due to take place regarding drainage of surface water. Therefore, the Borough Council are keen to continue engagement with Norfolk County Council, Broads Internal Drainage Board and the Environment Agency to resolve these issues prior to submission for a Development Consent Order.
4	Other matters: Noise survey	Agreement to the baseline noise survey, inclusive of locations and the methodology as set out in the Environmental Statement, DCO Document Reference 6.1.
5	Other matters: Local air quality assessment	Agreement to the approach to the local air quality assessment regarding receptor and dispersion model coverage as set out in the Environmental Statement, DCO Document Reference 6.1.
6	Other matters: Noise and vibration assessment.	Agreement to the proposed noise and vibration assessment methodology as set out in the Environmental Statement, DCO Document Reference 6.1.
7	Other matters: People and communities assessment	Agreement to the study area and assessment methodology for the People and Communities Assessment as set out in the Environmental Statement, DCO Document Reference 6.1.

Ref.	Description of matter	Details of Agreement
8	Other matters: Open space	Agreement that scrubland that would be lost as part of the Scheme should not be considered as Open Space in policy terms because it is undeveloped and has a limited degree of visual amenity by virtue of the trees and shrubs.
9	Other matters: Cumulative Effects Assessment : Marina Centre redevelopment	The Council agrees with the scope of developments within the Cumulative Effects Assessment and their description
10	Land Requirements and Business Disturbance during Construction	<p>It is recognised that there will be land requirements and disturbances to local businesses throughout the project and beyond its implementation, therefore the Borough Council wish to maintain an open and active dialogue with Norfolk County Council throughout the planning, development and construction stages of the proposed bridge to minimise this impact where possible.</p> <p>The Code of Construction Practice sets out a number of measures to mitigate the impact of construction on local businesses and the Applicant is in discussions with landowners who land is within the Order limits to minimise the impact on their businesses as much as possible.</p>
11	Operational matters : Concerns identified for when the proposed bridge is closed from road traffic use	<p>Concerns have been raised by GYBC over situations when the third river crossing bridge is closed from road traffic use, through spillages, incidents, accidents, high-winds and other unplanned events.</p> <p><u>Response by the Applicant</u></p> <p>Articles contained within Part 6 'Operation Provisions' and Schedule 10 'Scheme of Operation' of the draft DCO reference 3,1 allows for closing of the highway comprised in</p>

Ref.	Description of matter	Details of Agreement
		<p>the new bridge and new bridge approaches; for the bridge to be raised; for the purposes of or in connection with maintenance; in case of any emergency; for the removal of vehicles; and for the removal of fallen loads.</p> <p>The applicant is proposing early warning notification systems which may include variable message signing to convey any information about forthcoming closures of the new bridge to highway users and other matters relating to the operation of the new bridge; routes which highway users are recommended to use or not to use; other matters of relevance to the operation of the local highway network; and any other matter likely to be of assistance or interest to highway users.</p>
12	Palettes of materials/landscaping	<p>The Applicant's DCO application contains document Appendix 7.4a Approach to Detailed Design, which sets out a summary description of components for the Scheme, such as palettes of materials for the structures and highway elements, street furniture, landscaping and public realm areas.</p> <p>The level of detail of design submitted for the Application incorporates some flexibility, restricted by the limits of deviation, to allow for buildability, further innovation and the opportunity for efficiencies in construction to be explored.</p> <p>The detailed design is currently still to be developed and finalised. The landscaping, drainage and lighting for the Scheme will be subject to consultation with GYBC through the discharging of the DCO requirements. GYBC has requested appropriate and timely level of engagement in relation to the ongoing detailed design work, particularly for landscaping and public realm works. The Applicant continues to discuss the mechanisms for this with GYBC.</p>
13	Mind Centre Site	<p>In principle the Applicant and GYBC agree that the land to be acquired from both the Great Yarmouth and Gorleston Allotment Association and Highways England, but not</p>

Ref.	Description of matter	Details of Agreement
		<p>needed for the Scheme (the areas that would form the northwest and southeast corners of the revised main Mind site), could be transferred to GYBC. However, GYBC note that they would not accept responsibility for drainage features and features required to accommodate the level differences. In principle the Applicant and GYBC agree that GYBC should ultimately grant MIND a single lease of the whole of the reconfigured site at a similar rent to what MIND are currently paying.</p> <p>Both parties agree to further discussions to develop land transfer and lease agreements.</p>

5 Matters under Discussion

Table 5.1: Matters under Discussion

Ref.	Description of matter	Current Position
NONE		

6 Matters Not Agreed

Table 6.1: Matters Not Agreed

Ref.	Description of matter	Details of Matter not Agreed
NONE IDENTIFIED		

7 Signatures

	[Stakeholder Name]	Norfolk County Council (the Applicant)
Signature	The Applicant has received confirmation from the relevant party that its contents are agreed.	The Applicant has received confirmation from the relevant party that its contents are agreed.
Printed Name	Dean Minns	Gavin Broad
Title	Planning Manager	Project Engineer
On behalf of	Great Yarmouth Borough Council (GYBC)	Norfolk County Council
Date	10/02/2020	10/02/2020

Appendix F – Statement of Common Ground with Great Yarmouth Port Company (Peel Ports) at Deadline 1

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/010 Appendix F: Statement of Common Ground with Great Yarmouth Port Company (Peel Ports) at Deadline 1

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/010

Date: 8 October 2019

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
GYPC	Great Yarmouth Port Company
GYPA	Great Yarmouth Port Authority

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

- 1.2.1 The aim of this SoCG between the Applicant and Great Yarmouth Port Company (GYPC) is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Great Yarmouth Port Company (GYPC) in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
29 June 2017	Technical meeting between the Applicant and Peel Ports	Key points discussed. Bridge height vertical alignment; Pilot Vessel Dimensions; Channel Width/Navigation and Hydrology; Port Operations; Access and Accommodation Work; Geotechnical; Statutory Bridge Orders; Bridge Operation; Construction; Statement of Common Ground; Costs; Others matters to consider and for inclusion in SoCG.
6 October 2017	GYPC letter of Response to Stage 2 Consultation	
31 October 2017	Meeting between the Applicant and Port of GY	Key points discussed: Results of informal consultation, protective provisions, commercial agreement, navigation simulation and scoping of Environmental Impact Assessment.
31 January 2018	Meeting between the Applicant and Port of GY	Key points discussed: Land assembly including likely footprint for temporary works, cost indemnity, access for Ground Investigation works, draft Heads of Terms and navigation simulation.
2 March 2018	Deed of Indemnity between Peel Ports and the Applicant	

04 May 2018	Telephone conference (the Applicant, Peel Ports, WSP, NPS)	<p>Key point discussed:</p> <p>Timescales for land assembly meeting, navigation risk assessment, vessels survey data, hydrodynamic survey, Navigation Working Group Scope of Reference, pontoon design and need to consider potential requirement for emergency layby berth for commercial vessels, bridge control tower, draft protective provisions.</p> <p>Construction milestones and plan showing permanent and temporary land take circulated after the meeting</p>
13 July 2018	Meeting between the Applicant and Peel Ports, (venue, Nottingham)	<p>Key points discussed:</p> <p>DCO process update</p> <p>Feedback from Peel Ports on vessel survey note, hydrodynamic modelling note and Navigation Working Group Scope of Reference</p> <p>Navigation simulation and hydrodynamic modelling</p> <p>Protective provisions</p> <p>Commercial delivery structure</p> <p>Port security authority and port security plan</p>
17 July 2018	Land Assembly meeting between the Applicant, Peel Ports, GYBC (Gt Yarmouth Borough Council)	<p>Key points discussed:</p> <p>Permanent and temporary land take and impact on port operations</p> <p>Impact on existing berths due to temporary land take</p>
3 August 2018	Applicant email (Mark Kemp) to Peel Ports, circulating draft specification for bridge control tower.	Email containing Control Tower Specification Memo (WSP ref. 1073739-WSP-MAR-GY-RP-MA-0008M).
17 August 2018	Meeting between the Applicant, Perenco, ASCO, Ashtons Legal, Paul Robinson	<p>Key points discussed:</p> <p>Impact on operations and mitigation action plan</p> <p>Statement of Common Ground</p>

	Partnership, NPS, RUA Construction Consulting, Peel Ports, and GYBC	Project timeline
7 September 2018	Meeting between the Applicant, Peel Ports, and Great Yarmouth Port Users Association (GYPUA)	DCO progress update
2 October 2018	Meeting between the Applicant and Peel Ports, London	DCO process and Statement of Common Ground Navigation working group Port protective provisions Commercial agreement Operation and maintenance agreement
3 October	Consultation response issued from GYPA (Robert Smith, Chairman) to the Applicant (Norfolk County Council Ref. No. L28.1_IN)	Key point from consultation response added into draft SoCG
5 October 2018	Meeting between the Applicant, Peel Ports, and Great Yarmouth Port Users Association (GYPUA)	DCO progress update
17 October 2018	GYPC letter of Response to Formal Consultation under Section 42 of the Planning Act	
13 November 2018	Meeting between the Applicant and Peel Ports, London	DCO process and Statement of Common Ground Navigation working group Port protective provisions Commercial agreement Operation and maintenance agreement

19 December 2018	Applicant email (Mark Kemp) to Peel Ports,	Draft protective provisions and draft DCO Temporary use of Atlas Quay Contractors design Schedule of assessment and surveys
24 January 2019	Meeting between the Applicant and Peel Ports, London	Commercial discussions
15 February 2019	Meeting between Applicant, Applicants contractor and Peel Ports, Gt Yarmouth	Presentation of Contractors design and proposed construction sequencing
15 February 2019	Telephone conference between Applicant and Peel Ports	Port protective provisions and draft DCO
11 March 2019	Meeting between the Applicant and Peel Ports, London	Commercial discussions
15 March 2019	GYPC letter of Response to Further Consultation on Minor Changes to the Scheme Proposals	
25 March 2019	Meeting between the Applicant and Peel Ports, London	Commercial discussions
27 March 2019	Applicant attendance at Great Yarmouth Port Authority Annual Public Meeting	Presentation of Contractors design and proposed construction sequencing

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Great Yarmouth Port Company (GYPC) are commented on further in this SOCG:

- Section 42 of the Planning Act Consultation Response
- Draft Protective Provisions
- Draft Scheme of Operation
- Draft DCO marine related articles
- Commercial agreement

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by Great Yarmouth Port Company (GYPC).

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Consultation Response		
1	<p>Section 42 of the Planning Act.</p> <p>GYPC consultation response letter, dated 17th October 2018, from Warren Marshall, Group Planning Director GYPC</p>	<p>GYPC acknowledge the potential benefits that improved road connectivity to the peninsular and Outer Harbour the new crossing will bring, GYPC do have significant concerns over the potential adverse impact upon the considerable commercial activity upon the River Yare. This is because the new crossing will sever our (GYPC) operational landholdings and a number of the tenants / operators. Of particular relevance to GYPC is the safeguarding of commercial port activity upstream of the proposed crossing.</p> <p>GYPC's principle requirement therefore is to ensure the continued primacy of the harbour in terms of current and future shipping activity in an unfettered manner. GYPC cannot accept any restrictions upon the opening / closing of the new bridge and our expectation is the bridge will be opened "on demand".</p> <p>The Applicant acknowledges the matters raised by GYPC and has collaborated with GYPC to develop draft Port protective provisions, a draft Scheme of Operation and draft DCO articles where they relate to marine activities. These matters are discussed in detail below.</p>

Ref.	Description of matter	Details of Agreement
		The Applicant and GYPC have collaborated to develop Head of Terms related to compensation matters relating to GYPC operational landholdings. This matter is discussed further below.
Commercial Agreement		
2	Commercial Agreement	<p>See GYPC consultation response above.</p> <p>The Applicant and GYPC have signed a commercial agreement which addresses all GYPC commercial concern raised in their letter dated 17 October 2018.</p>

5 Matters under Discussion

Table 5.1: Matters under Discussion

Ref.	Description of matter	Current Position
Draft Protective Provisions		
1	Draft Port Protective Provisions	<p>GYPC will not object to the draft DCO and will in principle support the application provided there is agreement on the inclusion of draft protective provisions to the satisfaction of GYPC.</p> <p>The applicant agrees to the inclusion of draft protective provisions and has collaborated with GYPC on their development. The Applicant and GYPC are in agreement on the form of the Great Yarmouth Port Authority draft protective provisions except for:</p> <ol style="list-style-type: none"> 1) GYPC has requested the Applicant includes the following paragraph within the draft protective provisions – ‘The Undertaker agrees to indemnify and hold harmless the Authority from and against all charges, claims, demands, damage, expenses, liabilities, loss or third party liability suffered or incurred by the Authority, except those matters which are not within the reasonable control of the Undertaker, to the extent such loss is caused by any of the construction, operation, maintenance or failure of any of the Authorised Development or Protective Works or any act or omission of the Undertaker, its contractors, agents or employees whilst engaged upon the Authorised Development or Protective Works or dealing with any failure of the said works or in the operation of the Authorised Development. The Authority must mitigate its losses where practicable.’ The Applicant has not included this paragraph within the draft protective provisions.

Ref.	Description of matter	Current Position
		<p>2) GYPC has requested the Applicant includes the following paragraph within the draft protective provisions – ‘Except as provided by this Order, nothing in this Order prejudices or derogates from the estates, rights, interests, privileges, liberties or franchises of the Authority or alters or diminishes any power, Authority or jurisdiction vested in the Authority at the making of this Order and, in particular, nothing is to be done under this Order that causes the Authority or the Harbour Master to be in breach of their statutory duties and responsibilities.’ The Applicant has not included this paragraph within the draft protective provisions.</p> <p>3) GYPC has request the Applicant includes the following paragraph within the draft protective provisions – ‘The requirement and specification of suitable Passage Abort Berths for large commercial vessels will need to be accommodated either side of the proposed bridge location in the event that this is recommended by GYPC. This recommendation will be made following the navigational risk assessments, which will be based on satisfactory pilotage, navigation and hydraulic modelling (as determined by GYPC). Any berth required for this purpose will be the responsibility of NCC to provide and maintain.’ The Applicant has not included this paragraph within the draft protective provisions.</p> <p>4) GYPC does not accept there is a requirement to include paragraph 57(2) ‘Except where strictly necessary to the safety of navigation, no direction is to be given under this paragraph which would prevent or materially hinder any works or activity authorised by or under any other provision of this Order.’ The Applicant has included this clause within the draft protective provisions.</p> <p>5) GYPC has requested that the notice referred to under the definition of protective works is shortened from 6 months to 28 days. The applicant has not included this shorter time frame within the draft protective provisions.</p> <p>6) GYPC has requested the following sub paragraph within paragraph 3 ‘make or maintain any permanent works in or over the River so as to impede, obstruct or</p>

Ref.	Description of matter	Current Position
		<p>prevent (whether by reducing the headroom or depth of water available for vessels, or the width of the River or otherwise) the free and uninterrupted passage of any vessel along the River unless otherwise agreed by the Authority, such that the minimum permanent vertical clearance over the River must be maintained at all times at "A" metres above ordnance datum and the existing permanent width of the River must be maintained at all times at "B" metres; and the minimum permanent vertical clearance over the River will be maintained at all times at "C" metres over the normal water level of "D" metres above ordnance datum and the existing permanent width of the River will be maintained at all times at "E" metres'. The Applicant has not included this sub paragraph within the draft protective provisions.</p> <p>Discussions are ongoing between the Applicant and GYPC to attempt to seek agreement on these matters.</p>
Draft DCO		
2	Draft DCO marine related articles	<p>See GYPC consultation response above.</p> <p>The Applicant has consulted GYPC on the draft DCO marine related articles comprising Articles 3, 23, 24, 43, 44, 49, 50, 51 and 52 (Document Reference 3.1).</p> <p>The Applicant and GYPC are in agreement on the form of the above draft DCO articles except for:</p> <ol style="list-style-type: none"> 1) Article 3 - GYPC does not agree to the disapplication of bylaws 20, 48 and 56 of the Great Yarmouth Port Authority Navigation (Haven) Byelaws 1997

Ref.	Description of matter	Current Position
		<p>2) Article 23 – GYPC does not agree to the inclusion of 23. (1) 'Notwithstanding anything in any other enactment or in any rule of law, the undertaker may in accordance with the provisions of this article temporarily close any part of the river Yare for the purposes of constructing, inspecting or maintaining the authorised development.'</p> <p>3) Article 25 - GYPC does not agree to the inclusion of the entire Article that requires GYPA to the removal of vessels</p> <p>4) Article 43 - GYPC does not agree to the inclusion of Article 43 (6), (9) and (10) as they relate to the operation of the new bridge.</p> <p>5) Article 51 – GYPC does not agree to the inclusion of Article 51 (5) 'From the date that this Order comes into force, the Great Yarmouth Port Authority Navigation (Haven) Byelaws 1997 are amended as follows — ' Full text of Article not repeated.</p> <p>Discussions are ongoing between the Applicant and GYPC to seek to reach agreement on these matters</p>
Scheme of Operation		
3	Draft Scheme of Operation	<p>See GYPC consultation response above.</p> <p>The Applicant has consulted GYPC on the draft scheme of operation comprising Schedule 10 of the draft DCO (Document Reference 3.1).</p> <p>The Applicant and GYPC are in agreement on the form of the draft Schedule 10 except for:</p> <p>1) GYPC has requested clarification on the meaning of paragraph 3(2) which refers to a vessel revising a previously requested opening time. It states at 2 (a) that it should be</p>

Ref.	Description of matter	Current Position
		<p>made by the means detailed at paragraph 2(6). GYPC suggest that the paragraph deals with what the undertaker should do rather than the vessel?</p> <p>Discussions are ongoing between the Applicant and GYPC to seek to reach agreement on this matter.</p>

6 Matters Not Agreed

Table 6.1: Matters Not Agreed

Ref.	Description of matter	Details of Matter not Agreed

7 Signatures

	Great Yarmouth Port Company	Norfolk County Council (the Applicant)
Signature		
Printed Name		
Title		
On behalf of		
Date		
	Warren Marshall	Mark Kemp
	Group Planning Director	Project Manager
	Great Yarmouth Port Company (GYPC)	Norfolk County Council
	07/06/19	07/06/19

Appendix G – Statement of Common Ground with Highways England at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix G: Statement of Common Ground with Highways England at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
Bridge Raised	Position of the bascule bridge where it is closed to vehicular traffic, cyclists and pedestrians, and open to vessels

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

- 1.2.1 The aim of this SoCG between the Applicant and Highways England is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Highways England in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
8 March 2018	Meeting at HE offices	<p>Present:</p> <ul style="list-style-type: none"> Davina Galloway – HE Spatial Planning Marcia Eastman – HE Asset Management Ian Parkes – Norfolk County Council <p>Ian Parkes outlined the Third River Crossing (TRC) scheme and confirmed that it had been given DfT Major Scheme Programme Entry status and had been allocated £98m.</p>
20 March 2018	Meeting at NCC offices	<p>Present:</p> <ul style="list-style-type: none"> David Masters – HE Regional Investment Romeu Rosa – HE Regional Investment David Cumming – Norfolk County Council Ian Parkes – Norfolk County Council <p>HE clarified that the preferred route announcement (PRA) scheme for the A47 Great Yarmouth Junctions Improvements should be assumed in the TRC modelling and appraisal work for the DCO submission.</p> <p>There was discussion about NCC consultants WSP looking at alternative options for the A47 Great Yarmouth Junctions Improvements because the PRA scheme assumed there would be no Third River Crossing.</p>
10 May 2018	Teleconference	<p>Present:</p> <ul style="list-style-type: none"> Luke Donaldson – HE Regional Investment Amanda Fogg – WSP Ian Parkes – Norfolk County Council <p>This was a discussion about the possibility of NCC/WSP using their SATURN and Paramics models to reassess the preferred route announcement A47 Great Yarmouth Junctions Improvements RIS scheme.</p>
5 June 2018	Teleconference	<p>Present:</p> <ul style="list-style-type: none"> Luke Donaldson – HE Regional Investment Amanda Fogg – WSP

		<ul style="list-style-type: none"> Ian Parkes – Norfolk County Council <p>This was a progress meeting in relation to NCC/WSP using their SATURN and Paramics models to reassess the preferred route announcement A47 Great Yarmouth Junctions Improvements RIS scheme.</p>
20 June 2018	Meeting at NCC offices	<p>Present:</p> <ul style="list-style-type: none"> Guy Lewis– HE Luke Donaldson – HE Regional Investment David Allfrey – Norfolk County Council Ian Parkes – Norfolk County Council <p>The key outcome was an agreement that NCC would speak to their DfT contact and HE speak to their separate DfT contact to ensure all at DfT agreed the merits of not implementing further elements of the A47 Great Yarmouth Junctions Improvements RIS scheme in 2018/19 because the scheme needs reassessing.</p>
22 August 2018	Meeting at NCC offices	<p>Present:</p> <ul style="list-style-type: none"> Josh Bush – HE RIS Sponsor Eric Cooper – HE Spatial Planning Romeu Rosa – HE Regional Investment Gavin Broad – Norfolk County Council Ian Parkes – Norfolk County Council <p>This was a meeting to discuss the Third River Crossing DCO process and assurances that HE would need to agree the modelling of the impacts of the scheme on the A47 trunk road.</p>
10 September 2018	Teleconference	<p>Present:</p> <ul style="list-style-type: none"> Usman Ali – HE Amanda Fogg – WSP Paul Smith – WSP Colin Wright – WSP Ian Parkes – Norfolk County Council <p>This was progress meeting in relation to NCC/WSP using their SATURN and Paramics models to reassess the preferred route announcement A47 Great Yarmouth Junctions RIS scheme. Usman Ali to review all the OBC modelling reports prior to the next teleconference.</p>
13 September 2018	Teleconference	<p>Present:</p> <ul style="list-style-type: none"> Luke Donaldson – HE Regional Investment Amanda Fogg – WSP Paul Smith – WSP Colin Wright – WSP

		<ul style="list-style-type: none"> Ian Parkes – Norfolk County Council <p>This was a discussion on the scope of RIS scheme assessment that NCC/WSP will be doing on behalf of HE. Amanda Fogg to prepare a proposal for this work. Ian Parkes to draft Terms and Conditions for doing this work for HE.</p>
27 September 2018	Teleconference	<p>Present:</p> <ul style="list-style-type: none"> Usman Ali – HE Luke Donaldson – HE Regional Investment Amanda Fogg – WSP Paul Smith – WSP Colin Wright – WSP Ian Parkes – Norfolk County Council <p>HE confirmed that the current TRC models were fit for purpose for reviewing and assessing the Great Yarmouth A47 Junctions Improvements RIS scheme with and without the TRC.</p>
27 September 2018 to 8 March 2019	Various emails, meetings and teleconferences	<p>Other options for the Great Yarmouth A47 Junctions Improvements RIS scheme, with and without the TRC were modelled by NCC/WSP on behalf of HE. Interim reports were produced and a draft final report issued on 8 March 2019.</p> <p>This included setting up an “Agreement to Provide Civil Engineering Consultancy Services” between NCC and HE with the brief for the modelling work as an appendix. It also required the signing and sealing of a Collateral Warranty between HE, NCC and WSP, dated 10 January 2019.</p>
11 December 2018	Email	<p>The following draft documents to support the Third River Crossing DCO were sent to Eric Cooper at HE on 11 December 2018.</p> <ul style="list-style-type: none"> Economic Appraisal Report Appendix A – Local Model Validation Report Appendix B – Traffic Forecasting Report
January 2019	Telephone and email	<p>Following a conversation in early January and an email to Eric Cooper on 21 January, the following documents were resent to HE on 25 January 2019.</p> <ul style="list-style-type: none"> Economic Appraisal Report Appendix A – Local Model Validation Report Appendix B – Traffic Forecasting Report
8 February 2019	Email	<p>Ian Parkes (NCC) sent Eric Cooper (HE) a draft note setting out the high level outcomes of the Great Yarmouth A47 Junctions Improvements RIS scheme modelling and economic appraisal work.</p>

6 March 2019	Meeting at County Hall Norwich	Informal meeting with Eric Cooper including a discussion on the Third River Crossing Transport Assessment.
19 March 2019	Email	Email from Ian Parkes to Eric Cooper asking if HE require Protective Provisions for the DCO process for the Great Yarmouth Third River Crossing or whether they are happy to just agree a Statement of Common Ground.
8 April 2019	Email	Email from Ian Parkes to Eric Cooper and Luke Donaldson setting out the key impacts from the Scheme TA and attaching the latest version of the TA and the Paramics model LMVR Report and the Forecasting Report
16 April 2019	Email	Email from Ian Parkes to Eric Cooper and Luke Donaldson setting out how the Scheme reduces an existing departure from standard on the entry path radius on the westbound approach to Harfrey's roundabout.
23 April 2019	Email/telephone	Dialogue between Luke Donaldson (HE) and Amanda Fogg (WSP on behalf of NCC) to agree text in the Third River Crossing TA relating to the HE Great Yarmouth junctions RIS scheme.
20 May 2019	Email	Email from Ian Parkes to Eric Cooper and Luke Donaldson proposing some draft text for the SoCG covering the modelling tools used for Scheme assessment and appraisal and the impacts of the Scheme as documented in the Transport Assessment.
30 May 2019	Meeting at HE offices in Bedford	Meeting between Eric Cooper and Ian Parkes to discuss the draft text for the SoCG. Eric Cooper agreed to prepare some revised shorter text setting out the points of agreement covering the suitability of the model, the TA outcomes.
2 July 2019	Email	Email from Eric Cooper to Ian Parkes containing text setting out the points of agreement covering the suitability of the model, the TA outcomes for incorporation into this document.
16 January 2020	Email	Email from Applicant to HE regarding update to SoCG ahead of Deadline 6 submission
4 February 2020	Email	Email from Applicant to HE regarding update to SoCG ahead of Deadline 6 submission
10 February 2020	Telephone	Telephone call from HE to Applicant regarding update to SoCG ahead of Deadline 6 submission
10 February 2020	Email	Email from Applicant to HE regarding update to SoCG ahead of Deadline 6 submission

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Highways England are commented on further in this SOCG:

- Modelling tools for Scheme assessment and appraisal
- The impacts of the Third River Crossing Scheme
 - Congestion and queuing
 - Time savings
 - Accident savings
 - Summary of impacts
- A47 Great Yarmouth Junctions Improvements Scheme
- Traffic management during construction
- In combination effects with other major projects
- Communication Plan
- Abnormal Loads
- Co-ordination of bridge openings

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by Highways England.

3.2.2 With regard to Protective Provisions, these were mentioned in email correspondence from NCC to Highways England on 19 March 2019, but Highways England did not indicate that these were required.

3.2.3 The Scheme reduces the severity of an existing departure from Highway Standard TD 16/07 on the westbound approach to the Harfreys roundabout, but a departure still remains. This issue was mentioned in email correspondence

from NCC to Highways England on 16 April 2019, but Highways England did not express any views on the matter.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Modelling tools for Scheme assessment and appraisal		
1	Suitability of Modelling tools for Scheme assessment and appraisal	<p>To understand the transport implications and provide economic analysis to support the business case of the Third River Crossing Scheme (the Scheme), Norfolk County Council (NCC) has developed WebTAG compliant traffic models (SATURN and Paramics) to assess the impact of the Scheme and undertake economic appraisal to support the business case and the DCO submission.</p> <p>Highways England has reviewed and scrutinised these traffic models to determine their suitability for assessment of the impact of the Scheme on the A47 trunk road and is content that they are fit for purpose.</p> <p>HE and NCC agree that the SATURN and Paramics models are suitable tools to assess the impact of the Scheme on the trunk road network.</p>
The impacts of the Third River Crossing Scheme		
2	Congestion and queuing	<p>Overall the models forecast there will be a reduction in congestion at Gapton Hall roundabout; the reduction of which is greater than the corresponding increase in traffic at Harfreys roundabout on the A47. This change is caused by the displacement of a large right-turn movement from one junction to the other.</p> <p><u>2023 Future Year Assessment</u></p>

Ref.	Description of matter	Details of Agreement
		<p>The Paramics Microsimulation model output shows that queuing on each approach arm on all the junctions in the assessment area with the Scheme in place (the mean maximum and absolute maximum queues) can be accommodated within the local network without blocking other key junctions.</p> <p><u>2038 Future Year Assessment</u></p> <p>The Paramics Microsimulation model output predicts that, without the Scheme, there would be insufficient capacity in the highway network to accommodate the forecast level of demand. This is shown by the fact that between 25% and 36% of trips are not able to be assigned in Paramics when comparing the DM and DS scenarios in 2038.</p> <p>With the Scheme in place there is a significant improvement in levels of congestion with sufficient capacity on the highway network to accommodate the forecast traffic growth as a consequence of traffic redistribution in the immediate area.</p> <p>Whilst it is not possible to compare directly DM and DS results in 2038, due to not being able to assign traffic to the network, it has been possible to examine the performance of the Scheme in the 2038 DS network in terms of queuing at junctions, as was done for the 2023 analysis of the Scheme.</p> <p>Considering the mean maximum and absolute maximum queues observed at any time during the simulation period in 2038, all of these can be accommodated without causing blocking back to the next junction on the A47.</p> <p>This analysis has also taken account of the impact of queuing that could build up when the Scheme is in the “Bridge Raised” position to allow shipping to pass through the bridge.</p>

Ref.	Description of matter	Details of Agreement
3	Time savings	The key 2023 time savings determined in the modelling are those associated with the more direct route the scheme provides to key destinations in the Great Yarmouth area. However, relief at key junctions on the A47, notably Gapton Hall roundabout, albeit offset by higher traffic levels at Harfreys roundabout, still mean that overall journey times on the A47 improve in the peak periods.
4	Accident savings	Changes to the forecast numbers of accidents and casualties with the Scheme in place have been calculated using COBA-LT. The COBA-LT study area was based on links with AADT flow differences of over 5% and includes the section of the A47 from Vauxhall roundabout to the A143 Beccles Road junction. The Scheme is predicted to save 20 accidents over the 60 year appraisal. This number gives rise to modest benefits to the value of £0.9 million representing less than 1% of the total scheme benefits.
5	Summary of impacts	In view of the assessed impacts, it is agreed that the strategic road network can accommodate the impact of the scheme with the proposed mitigation.
A47 Great Yarmouth Junction Improvement Scheme		
6	The interrelationship between the Scheme and the A47 Great Yarmouth Junction Improvement Scheme	The A47 Great Yarmouth Junctions Improvements Scheme forms part of Government's Roads Investment Strategy (RIS) for 2015-2020. The proposed works announced at a Preferred Route Announcement in August 2017 include improvement and upgrade to the Vauxhall and Gapton Hall Junctions The need for these proposals did not take into account the impact of the Scheme. In light of this, the Scheme traffic models have been used by NCC to assess and

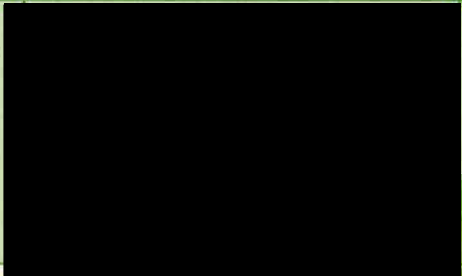
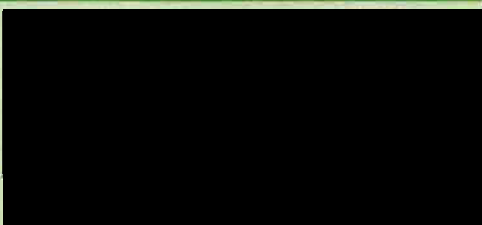
Ref.	Description of matter	Details of Agreement
		<p>appraise the impact of the Scheme on the A47 and the Great Yarmouth Junctions Improvements Scheme. This work was completed in April 2019.</p> <p>Highways England is currently reviewing the findings of this work and the implications on the need for the RIS scheme as currently presented at PRA. Any changes to the PRA will be announced in due course.</p> <p>This review is separate to this Scheme and will not have an impact on the justification and business case for the Scheme.</p>
Traffic management during construction		
7	Construction traffic in Great Yarmouth	<p>An outline Code of Construction Plan (CoCP), has been produced which is Application document reference 6.16. This details amongst other issues:</p> <ul style="list-style-type: none"> • Chapter 3 details the proposals for managing works of the highway • Chapter 4 contains the transport management plan • Chapter 5 (and Figure 1) details the proposals for routing of vehicles • Appendix A contains the Framework Construction Traffic Management Plan • Appendix B contains the Framework Work Force Travel Plan <p>The Contractor will be responsible for constructing the Scheme in accordance with the parameters of the DCO and the commitments within the Outline CoCP (Application document reference 6.16)</p>

Ref.	Description of matter	Details of Agreement
		HE and NCC agree that the Contractor will be required to develop a full CoCP and this will be used to ensure the impact of construction traffic on the A47 does not compromise the safe operation of the trunk road.
8	Construction Traffic on the A47 west of Great Yarmouth	<p>Table 17.11 in section 17.8.15 of the Environmental Statement (document reference 6.1) contains details of the estimated additional trips from construction activity. The A47 Acle Straight is not referred to explicitly but by extrapolation the additional construction traffic at this location is likely to be well within the daily variation of traffic flow experienced at this location.</p> <p>In view of this HE and NCC agree that the use variable message signs at the A47/A1064 roundabout in Acle, to warn of excessive queuing at the A47 approach to Vauxhall Roundabout, are unlikely to be required.</p>
In combination effects with other major projects		
9	Wind farm construction	<p>Table 19.2 in section 19.4.3 of the Environmental Statement (document reference 6.1) sets out that only the construction of East Anglia THREE is included in the in combination cumulative effects as the other phases are unlikely to overlap. This was determined as part of Stage 2 of the in-combination assessment, as shown in Table 19.15 and Table 19.16.</p> <p>Table 19.17: Stage 3 / 4 Assessment Matrix sets out the assessed in combination cumulative effects and determines that there will be a not significant in-combination effect.</p> <p>HE and NCC agree with this assessment</p>

Ref.	Description of matter	Details of Agreement
Communication Plan		
10	Continued engagement between NCC, HE and other major projects like the construction of East Anglia THREE (off Shore Wind Farms)	<p>A communication plan is required to set out the process of continued engagement between the NCC, HE and other major projects like the construction of East Anglia THREE (off Shore Wind Farms)</p> <p>This will ensure that as construction programmes are refined post-consent, information will be regularly shared between parties, particularly with traffic demand on shared road links. This should ensure that commitments to manage cumulative construction traffic demand are fully delivered; for example, on a given road the projects may have committed to a programme works that ensure each scheme's peak traffic does not overlap. Regularly programmed sharing of information will ensure that the final approved Traffic Management Plans (TMP) accurately reflect the expected construction traffic demand of all projects and provide certainty to the Highway Authorities that commitments remain feasible and deliverable.</p> <p>HE and NCC agree that the outline Code of Construction Plan (CoCP) (document reference 6.16 contains) a short section (section 2.6.1) on communications and that a more detailed communications plan will be/is being developed with the Contractor for the Scheme.</p>
Abnormal Loads		
11	Abnormal load routeings	There are currently no formally designated abnormal load routes within Great Yarmouth. However, abnormal loads do on occasion need to pass through the area.

Ref.	Description of matter	Details of Agreement
		HE and NCC agree that the scheme has been designed to provide an alternative (and in many cases a shorter) route for these abnormal loads, removing them from the town centre.
Co-ordination of bridge openings		
12	Co-ordination of bridge openings	<p>During the Examination requests have been made that:</p> <ul style="list-style-type: none"> • A co-ordinated approach be taken for the opening of all 3 bridges to allow a single passage of a vessel through these bridges. • A single point of contact be used for the booking of the openings of all 3 bridges (Breydon Bridge, Haven Bridge, the Third River Crossing Bridge); <p>Both the Applicant and Highways England confirm that;</p> <ul style="list-style-type: none"> • They will work with Great Yarmouth Port Company who operate Breydon Bridge and Haven Bridge (on behalf of Highways England and Norfolk County Council) to examine the potential to coordinate, where this is feasible, the opening regimes of the three bridges; • They agree to the principle for notifications for bridge openings for all three bridges to be made via the Third River Crossing contact process with GYPC as operator of the existing two bridges. This would mean the requisite sub-notices would be taken care of by the operator of the Third River Crossing and a vessel would only need to make one application to have any number of bridges opened for an individual passage. Each individual bridge would still be subject to their individual operational protocols on when the bridge would be opened.

5 Signatures

	[Stakeholder Name]	Norfolk County Council (the Applicant)
Signature		
Printed Name	Eric Cooper	Gavin Broad
Title	Spatial Planning Manager	Project Engineer
On behalf of	Highways England	Norfolk County Council
Date	10 February 2020	10 February 2020

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Appendix H – Statement of Common Ground with Perenco at Deadline 6

Perenco have indicated to the Applicant that they are not prepared to enter into a Statement of Common Ground (SoCG) until a compensation and works agreement is in place.

As a result this Appendix does not contain a signed/agreed SoCG.

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Appendix I – Statement of Common Ground with ASCO at Deadline 6

Asco have indicated to the Applicant that they are not prepared to enter into a Statement of Common Ground (SoCG) until a compensation and works agreement is in place.

As a result this Appendix does not contain a signed/agreed SoCG.

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Appendix J – Statement of Common Ground with Marine Management Organisation at Deadline 6

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Great Yarmouth Third River Crossing

Application for Development Consent Order

Document NCC/GY3RC/EX/067

Appendix J: Statement of Common Ground with Marine Management Organisation at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
CoCP	Code of Construction Practice
DCO	Development Consent Order
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
ES	Environmental Statement
GYPA	Great Yarmouth Port Authority
DML	Deemed Marine Licence
MMO	Marine Management Organisation

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').

1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

1.2.1 The aim of this SoCG between the Applicant and Marine Management Organisation (hereafter referred to as MMO) is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and MMO in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
20/06/2018	Letter	Request for Pre-application engagement
16/08/2018	E-Mail	Scope of pre-application discussion
20/08/2018	E-Mail	Notice of case reference for web service
24/08/2018	Web Service	Notification of scope of pre-application discussion
29/08/2018	E-Mail	Identification of assessment requirements from MMO
12/09/2018	E-Mail	Section 42 Formal consultation notice
17/09/2018	E-Mail	Response to Section 42 notice
01/10/2018	E-Mail	Submission of proposed benthic survey methodology
09/11/2018	E-Mail	Response to proposed benthic survey methodology
06/02/2019	E-Mail	Submission of draft DML
15/03/2019	E-Mail	Comments on draft DML
21/05/2019	E-Mail	Submission of revised draft DML
17/07/2019	E-Mail	Comments on revised draft DML
16/08/2019	E-Mail	Submission of 2 nd revised draft DML
21/08/2019	Relevant Representation	Relevant Representation published by PINS submitted by MMO on 01/08/2019
30/09/2019	E-Mail	Submission of 3 rd revised draft DML
04/10/2019	E-Mail	Agreement of 3 rd revised draft DML
22/10/2019	Teleconference	Discussion on progressing environmental topics
15/11/2019	Teleconference	Discussion on further responses from CEFAS
20/11/2019	Meeting	Discussion on environmental and DML topics
28/11/2019	E-Mail	Submission of 4 th revised draft DML to PINS



10/12/2019	E-Mail	MMO response on fishery matters
19/12/2019	Teleconference	Discussion on environmental and DML topics
09/01/2020	E-Mail	Submission of 5 th revised draft DML
24/01/2020	E-Mail	MMO response to 5 th revised draft DML
05/02/2020	E-Mail	Submission of 6 th revised draft DML
07/02/2020	E-Mail	MMO E-mail confirming agreement on draft DML

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and MMO are commented on further in this SOCG:

- Deemed Marine Licence
- Construction Methodology
- Environmental Assessment

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by MMO.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Deemed Marine Licence		
1	DML and draft DCO	It is agreed that matters relating to the draft DML that have been the subject of the MMO's representations, and those which are reported in this Table 4.1, have been appropriately resolved in version 6 of the DML, which is included in Revision 4 of the draft DCO, and the documents to be secured under it (to the extent not addressed in earlier iterations) which is agreed between the parties. Subject to the MMO's confirmation following review of revision 4 of the DCO, the terms of the DCO are agreed between the parties.
2	Marine pollution contingency plan.	It is agreed that a single plan covering all licenced activities will be produced.
3	Dropped objects	It is agreed that, as no dropped objects procedure is included within the GYPA provisions, one will remain within the DML.
4	Arbitration	It is agreed that the DML will not be subject to arbitration under article 67 of the draft DCO and that a new paragraph (2) will be included in article 67 of Revision 4 of the draft DCO that reads: <i>"(2) Paragraph (1) does not apply to any decision, difference, determination, approval or permission required by or under any provision of the deemed marine licence in Schedule 13."</i>

Ref.	Description of matter	Details of Agreement
5	Construction method statement	It is agreed that MMO will undertake consultation on method statements with specified bodies following submission. It is agreed that the Applicant will cover MMO costs in undertaking this consultation.
6	Dredging method statement	It is agreed that MMO will undertake consultation on method statements with specified bodies following submission. It is agreed that The Applicant will cover MMO costs in undertaking this consultation.
7	Licensed marine activities	It is agreed that licensable activities are identified within the DML via references to works numbers in Schedule 1. It is also agreed that the works package references from the DCO Schedule 1 are included in the DML.
8	Notice of determination and provision of further information	The inclusion of clauses setting out the timeframe for assessment of method statements and extension should further information be requested as drafted are agreed.
9	Methods of Return submission	It is agreed that all Returns in connection with the DML will be submitted via the MMO Marine Case Management System (MCMS) and the DML has been amended to reflect this.
10	Subsequent Marine Licence for dredging disposal	It is agreed that if, at a future point, sea disposal of any dredge arisings is desired a separate Marine Licence would be required, the DML has been updated to reflect this.
11	Written Scheme of Investigation	It is agreed that reference to the Written Scheme of Investigation (Archaeology) is not required within the DML.
12	Extent of piling in	It is agreed that design parameters in relation to the extent of piling works within the

Ref.	Description of matter	Details of Agreement
	licensable area	licensable area are adequately covered in the DML through reference to the Limits of Deviation.
Construction Methodology		
13	Items to be included in method statement	It is agreed that the stated requirements will be covered by the Method Statements when prepared.
14	Restrictions on activities	It is agreed that the restrictions on activities stated will be covered by the Method Statements and adhered to during the construction phase.
15	Duration and timing of in River piling works	It is agreed that the Applicant has adequately demonstrated that its proposed mitigation for piling activities, secured through the draft DML, is appropriate.
Environmental Assessment		
16	Benthic survey methodology	All comments made on proposed methodology were actioned prior to commencement of the surveys, the results are contained within the ES.
17	Sediment analysis	It is agreed that, as no sea disposal of construction or maintenance dredged material is included within the Scheme that sediment analysis for this purpose is not required. It is further agreed that should, in the future, sea disposal of dredged material outside of the existing Port Maintenance Licence be desired that a further licence application would be required. It is agreed that this is appropriately reflected in the draft DML.
18	Impact on fisheries	It is agreed that the Applicant has demonstrated that its proposed mitigation, secured through the subsequent amendments to the Outline CoCP and draft DML, is appropriate and addresses the concerns raised in by the MMO in their representations.
19	Underwater noise	It is agreed that the mitigation measures included in the draft DML and Outline CoCP

Ref.	Description of matter	Details of Agreement
		satisfactorily addresses the risks identified in relation to fish.
20	Sediment transport and scour assessment	It is agreed that the MMO is satisfied that the impacts assessed in the Environmental Statement would not be worsened by climate change effects.

5 Matters under Discussion

There are no matters that remain under discussion.

6 Matters Not Agreed

There are no matters outstanding that are not agreed.

7 Signatures

	Marine Management Organisation	Norfolk County Council (the Applicant)
Signature		
Printed Name	Paul Kirk	Gavin Broad
Title	Senior Case Manager	Project Engineer
On behalf of	Marine Management Organisation	Norfolk County Council
Date	11 February 2020	11 February 2020

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Appendix K – Statement of Common Ground with Royal Yachting Association at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix K: Statement of Common Ground with Royal Yachting Association at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
RYA	Royal Yachting Association
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').

1.1.2 The application was submitted on 30 April 2019 and accepted on 28 May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

1.2.1 The aim of this SoCG, between the Applicant and the Royal Yachting Association (RYA), is to provide a record of engagement between the parties, including the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion;
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and the RYA in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
20/09/2019	Telephone Discussion	Telephone discussion with agreement to enter into a SoCG
20/09/2019	Email	Email to the Applicant, where RYA provided details of the key issues to be included in a SoCG
24/09/2019	Meeting	Meeting between Applicant and RYA to produce initial draft of SoCG
24/09/2019	Email	Initial draft of SoCG sent to RYA by Applicant
4/09/2019	Email	Revised SoCG to Applicant by RYA
7/09/2019	Email	Revised SoCG sent to RYA by Applicant
17/10/2019	Telephone Discussion	Telephone call to progress matters under discussion
21/10/2019	Email	Updated SoCG issued to RYA by Applicant
21/10/2019	Email	Suggested changes to SoCG provided to Applicant by RYA
22/10/2019	Email	Updated SoCG issued to RYA by Applicant, which included RYA suggested changes
22/10/2019	Telephone Discussion	Telephone call between Applicant and RYA to discuss updated SoCG contents
22/10/2019	Email	Suggested changes to SoCG provided to Applicant by RYA
22/10/2019	Email	Updated SoCG issued to RYA by Applicant, which included RYA suggested changes
22/10/2019	Email	RYA confirmation that contents of the SoCG is agreed
27/11/2019	Telephone Discussion	Telephone call between Applicant and RYA to discuss updated SoCG contents

28/11/2019	Telephone Discussion	Telephone call between Applicant and RYA to finalise text for SoCG at Deadline 3
21/01/2020	Workshop	Applicant and RYA representatives attended the HAZID workshop
23/01/2020	Email	Email to update SoCG ahead of examination Deadline 6 submission
31/01/2020	Telephone Message	Email to update SoCG ahead of examination Deadline 6 submission
06/02/2020	Email	Email to update SoCG ahead of examination Deadline 6 submission
07/02/2020	Email	Email to update SoCG ahead of examination Deadline 6 submission
08/02/2020	Email	Email to update SoCG ahead of examination Deadline 6 submission
10/02/2020	Email	Email to update SoCG ahead of examination Deadline 6 submission

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and the RYA are commented on further in this SOCG:

- Need for the Scheme;
- Air Draft of Bridge;
- Adequacy of Waiting Pontoons;
- Bridge Operating Regime;
- Fendering;
- Impact of Knuckles.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by the RYA.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Need for the Scheme		
1	Need for Scheme	<p>The RYA appreciates the economic needs for the Third Crossing and does not object to the Scheme. Rather the RYA seeks clear and explicit addressing of its concerns regarding recreational and small boat users.</p> <p>It is agreed that the RYA will be invited to participate in the update workshops for the pNRA during the development and construction stages of the Scheme.</p>
Air Draft of Bridge		
2	Air draft of bridge	<p>It is agreed that the height of the bridge is dictated by the required highway geometry and that it is unfeasible to provide a higher structure. It is also agreed that there will be no requirements for vessels to de-mast to secure a bridge passage and the bridge will be raised for vessels in accordance with the scheme of operation provided for in the DCO.</p> <p>It is also agreed that air draft marker boards will be provided at the bridge to assist vessels Masters in gauging the available headroom for bridge passages.</p>
Adequacy of Waiting Pontoons		
3	Suitability of mooring pontoons specification	<p>It is agreed that the waiting pontoons incorporated into the Scheme will be designed for recreational vessels and potentially very small commercial vessels (less than 30m length maximum) and are not intended nor will be suitable for use by larger commercial river traffic.</p> <p>It is agreed that the waiting pontoons will be specified so as to be suitable for recreational craft, this will include suitable and sufficient quay furniture and fendering. It is further agreed that there would be no specific provision for shoreside access from the waiting pontoons, this</p>

Ref.	Description of matter	Details of Agreement
		<p>is to discourage crew from leaving vessels while awaiting a bridge lift and potentially not being present on board when their lift commences.</p> <p>It is agreed that ladders and handholds from the water to the pontoons will be provided to allow escape in the event of a man-overboard situation, the pontoons will also be equipped with suitable life-saving equipment.</p>
4	Mooring of small boats close to the bridge knuckles	Following the updated HAZID workshop undertaken to inform the update to the pNRA submitted at Deadline 6, it is agreed that risks to vessels berthed at the pontoons have been mitigated appropriately and so the risk will be as low as reasonably possible.
5	Mooring pontoon facilities elsewhere	It is agreed that, whilst RYA would have preferred additional small boat mooring pontoons to have been provided, these will not be provided as part of the Scheme. This would not prevent mooring provision on Heritage Quay potentially being provided as part of any future schemes proposed in this area.
Bridge Opening Regime		
6	Bridge opening regimes should be managed so that all three bridges are coordinated.	It is agreed that, for safety reasons, the physical operation of each bridge should be conducted in the vicinity of each bridge so as to ensure acceptable visual assessments of conditions can be undertaken. It is also agreed that the management process for booking bridge openings could be undertaken remotely and could be co-ordinated so as to simplify the booking process as much as possible. It is also agreed that the Applicant will seek to work with GYPC to simplify the notification process for passing through the bridges.
7	Use of VHF radios for communication	<p>The RYA considers that it cannot be anticipated that all small boat users have access to onboard operable marine VHF radios. Therefore, other systems of communication need to be considered, including the use of Variable Message Signs and traffic lights.</p> <p>The Applicant advises that along with VHF equipment, E-mail, web and telephone communications are also to be provided within the control tower and the bridge will have</p>

Ref.	Description of matter	Details of Agreement
		<p>standard marine traffic control signals and aids to navigation. The Applicant does not intend to provide Variable Message Signs at the bridge.</p> <p>Navigation lighting requirements, including bridge control signals, will be discussed with the GYPC/A as the Local Lighthouse Authority prior to obtaining approval from the General Lighthouse Authority (Trinity House).</p> <p>It is agreed that the Applicant will provide means of contact, additional to VHF, both for opening requests and other communications in the form of e-mail, web portal and telephone. It is agreed that Navigation lighting requirements, including bridge control signals, will be discussed with the GYPC/A as the Local Lighthouse Authority prior to obtaining approval from the General Lighthouse Authority (Trinity House).</p>
Fendering		
8	Type of Fendering	<p>It is agreed that, following concerns raised by the RYA as to the discrete cone fender units arranged around the perimeter of the knuckles shown in the application pNRA, the fendering for the Scheme will be a continuous fender face for the full parallel length of the bridge passage and this is secured through a commitment in section 7 of the updated pNRA; compliance with which is secured by Requirement 15 of the draft DCO.</p>
Impact of Knuckles		
9	Impact of knuckles on local adjacent river flow	<p>Further to discussion with regard to the Applicant's sediment transport modelling and the mitigation measures within the pNRA, it is agreed that the narrowing of the river between the river knuckles should not present a risk to small boats.</p>

5 Matters Not Agreed

Table 5.1: Matters Not Agreed

Ref.	Description of matter	Current Position
Impact of Knuckles		
1	Impact of knuckles on Broads Basin hinterland Flood Risk	<p>The RYA remains concerned that the narrowing of the river between the bridge knuckles, by approximately 36%, will have a knock-on effect to the ability of the Broads system to empty into the North Sea and will cause an upstream raise in water level that will exacerbate the risk of flooding or cause navigational issues and that it is not yet satisfied.</p> <p>The anticipated response to questions of Pluvial-event restricted outflow from the Broads Basin into the North Sea appears not to have been addressed in EA's latest letter published as REP5-011 on 15-Jan-2020, with the scope of Common Ground updated at REP5-003 again not broadened enough. RYA is disappointed and remains concerned for unfettered navigation of Broadland waters. The request at AS-012 by EA of the Inspectorate, for an Issue-Specific-Hearing has not been progressed.</p> <p>The Applicant does not agree, on the basis of the flood modelling undertaken and developed in liaison with the Environment Agency. The hydraulic model developed to inform the Flood Risk Assessment (Document Reference 6.2, Planning Inspectorate Reference APP-135) accounts for the throttling effect and the resulting impact on water levels upstream of the Scheme. The results of this modelling are contained in Sections 6.2.32 to 6.2.52 of this document.</p>

6 Signatures

	[Stakeholder Name]	Norfolk County Council (the Applicant)
Signature	The Applicant has received confirmation from the relevant party that its contents are agreed.	The Applicant has received confirmation from the relevant party that its contents are agreed.
Printed Name	B.A. FALAT	Gavin Broad
Title	RYA (East) Appointee	Project Engineer
On behalf of	Royal Yachting Association (RYA)	Norfolk County Council
Date	11/02/2020	11/02/2020

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Appendix L – Statement of Common Ground with Broads Authority at Deadline 1

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/010 Appendix L: Statement of Common Ground with Broads Authority at Deadline 1

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/010

Date: 8 October 2019

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
The APFP Regulations	The Infrastructure Planning (Applications - Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)
DCO	Development Consent Order
ES	Environmental Statement
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
ZTV	Zones of Theoretical Visibility

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the promotion by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').

1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate, on behalf of the Secretary of State for Transport ('the SoS').

1.2 Aim of this document

1.2.1 The aim of this SoCG between the Applicant and the Broads Authority is to provide a record of engagement between the parties, including the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion; and
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and the Broads Authority in relation to the Scheme is given in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
16/05/2018	Scoping Opinion	The Broads Authority stated that it should be consulted for information regarding water sports activities and the numbers of individuals taking part within the zone of influence for the Scheme.
12/10/2018	Section 42 response	The Broads Authority confirmed its in principle support for the Scheme, subject to the provision of adequate layby moorings and requested that the following matters be addressed and incorporated: pontoon mooring; identification of opening arrangements; a townscape and visual assessment with viewpoints from the Broads area (to be agreed); and provision of pedestrian and cyclist routes.
20/12/2018	Email	Following the receipt of the section 42 response, WSP's Townscape and Visual Competent Expert contacted the Landscape Officer at the Broads Authority to discuss the inclusion of viewpoints within the Broads National Park ¹ .
18/01/2019	Telephone call (with summary email)	Meeting between WSP's Townscape and Visual Competent Expert and the Landscape Officer at the Broads Authority to discuss viewpoints and the findings of the zones of theoretical visibility (ZTV).

¹ *Broads National Park* is the term used by the Broads Authority to refer to the Broads for branding and marketing purposes. The Broads is governed principally by the Norfolk and Suffolk Broads Act 1988 and The Broads Act 2009. It shares the statutory purposes of the National Parks, with an additional purpose covering the protection of navigation. For planning purposes, it has the same status as a National Park.

Date	Form of Correspondence	Key Topics / Outcomes (if any)
21/02/2019	Email	Agreement reached between WSP's Townscape and Visual Competent Expert and the Landscape Officer at the Broads Authority on the location of two additional, representative viewpoints within the Broads National Park.
25/02/2019	Email	Contact between WSP's People and Communities Competent Expert and the Director of Operations at the Broads Authority. Confirmation that the River Yare, from the confluence of the River Bure to the sea, is the responsibility of Peel Ports for routine port operations.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and the Broads Authority are commented on further in this SoCG:

- Water users and routes;
- Moorings and pontoons;
- Bridge openings;
- Viewpoints;
- Provision for pedestrians and cyclists; and
- Responsibilities of Peel Ports.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SoCG have not been discussed between the parties, as they have not been raised by the Broads Authority.



4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
1	Water users and routes	It is agreed that the link between the River Yare and the sea is an important route for vessels wanting to enter / exit the Broads. It is agreed that potential effects of the Scheme on recreational vessels have been considered adequately in Chapter 14 of the Environmental Statement (ES): People and Communities (document reference 6.1).
2	Moorings and pontoons	<p>It is agreed that adequate layby moorings either in the form of floating pontoons or additional fendering to the existing berths, to the north and south of the crossing, are incorporated within the design of Scheme.</p> <p>It is agreed that these mooring facilities would provide adequate facility for vessels coming from Rivers Waveney and Yare to lower their masts, before passing through the Great Yarmouth bridges.</p>
3	Bridge openings	It is agreed that reasonable measures for the crossing opening were incorporated within the design of the Scheme, with provision made for the opening of the Great Yarmouth bridges in a co-ordinated and efficient manner as detailed within Schedule 10 of the draft DCO (document reference 3.1).
4	Viewpoints	It is agreed that two additional, representative viewpoints within the Broads National Park, at Angles Way and Weavers' Way/Wherryman's Way, were included in the Townscape and Visual Assessment within Chapter 10 of the ES: Townscape and Visual (document reference 6.1) and that these address the requirements of the Broads Authority.

Ref.	Description of matter	Details of Agreement
5	Provision for pedestrians and cyclists	It is agreed that adequate pedestrian and cycle routes were incorporated into the design of the Scheme, including a segregated footway and cycle track on the north side of the bridge together with a footway on the south side of the bridge. These also include crossing facilities at the William Adam's Way Roundabout to assist pedestrians and cyclists travelling between Suffolk Road north and Suffolk Road south.
6	Responsibilities of Peel Ports	It is agreed that the River Yare, from the confluence of the River Bure to the sea, is the responsibility of Peel Ports for routine port operations.

5 Signatures

	The Broads Authority	Norfolk County Council (the Applicant)
Signature		
Printed Name	Cally Smith	Gavin Broad
Title	Head of Planning	Project Engineer
On behalf of	The Broads Authority	Norfolk County Council
Date	04.09.2019	02.10.2019

Appendix M – Statement of Common Ground with Waveney, Lower Yare and Lothingland Internal Drainage Board at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix M: Statement of Common Ground with Waveney, Lower Yare and Lothingland Internal Drainage Board at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
IDB	Internal Drainage Board

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').

1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

1.2.1 The aim of this SoCG between the Applicant and Waveney, Lower Yare & Lothingland Internal Drainage Board is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Waveney, Lower Yare & Lothingland Internal Drainage Board in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
28/03/18	Email	WSP shared the High Level Drainage Strategy to allow the IDB to provide comments
24/04/18	Scoping Opinion	Request that the ES details any impact and mitigation proposed to the water level management plan and drainage district
23/05/18	On site meeting	WSP met with IDB on site to discuss the proposed Drainage Strategy
12/06/18	Email	IDB provided comments on the proposed Drainage Strategy
12/06/18 to 03/07/18	Calls - various	Calls between WSP & IDB discussing a 'middle ground' approach so that both parties are content. These are listed within the Matters section below
20/07/18	Conference call & email	Discussion of Matters
12/09/18 to 17/10/18	Emails - various	Emails between WSP and IDB on the topic of the 250m of watercourse clearance that the scheme is proposing to fund
01/10/18 to 03/10/18	Emails - various	Emails between WSP and IDB on the topic of the removal of the originally proposed watercourse to the south of the MIND centre
23/11/18	Email	The IDB provided a quote for the clearance of 250m of ordinary watercourse
07/01/19	Email	WSP contacted the IDB to discuss the possibility of disapplying their byelaws for the application
22/01/19	Email	WSP provide update on the culvert CCTV survey
15/02/19	Meeting	Meeting between IDB, WSP and NPLaw to discuss the purpose and process for the application to disapply the IDB's byelaws

15/02/19	Meeting	Meeting between IDB and WSP to discuss outputs of the culvert CCTV survey and Matters
18/02/19	Email	WSP email IDB with actions following meeting on 15/02/19
02/03/2019	Email	WSP share latest version of the SoCG with the IDB for their comments.
04/03/2019	Email	IDB share comments on final SoCG and provide conditions to be incorporated within the IDB Protective Provisions
10/04/2019	Email	WSP share the draft IDB related draft Protective Provisions for the DCO application
08/05/2019	Email	IDB provide comments on the draft Protective Provisions
05/07/2019	Email	WSP share latest IDB SoCG for review
10/07/2019	Email & Call	IDB share comments on latest IDB SoCG.
10/07/2019	Email	WSP share the latest Protective Provisions based on the previous list of comments.
17/07/2019	Email	IDB share the latest comments on the Protective Provisions.
02/08/2019	Email	WSP asked IDB for an update on the matters that needed discussing with the IDB board (watercourse adoption and pumping station adoption).
20/08/2019	Email	IDB confirmed that the board related matters were being discussed and would chase.
28/08/2019	Email	WSP share the latest Protective Provisions based on the previous list of comments.
12/09/2018	Email	IDB share the latest comments on the Protective Provisions.
30/09/2019	Call and email	<p>WSP detailed the scheme approach around preventing the increase of existing rates and volumes and how the Contractor will take the scheme forward into detailed design whilst considering the impact if overtopping into the watercourse.</p> <p>IDB confirmed that the board had agreed to maintain the scheme related watercourses going forward, subject to the payment of the sum agreed previously.</p>

		WSP shared the latest SoCG for the IDB's approval and signature.
01/10/2019	Emails	IDB shared the latest proposed SoCG. WSP reviewed and shared an updated version.
04/10/2019	Emails	IDB shared the latest proposed SoCG. WSP reviewed and agreed the latest version. IDB agreed for the SoCG to be signed.
25/10/2019	Email	IDB propose amendment to the SoCG relating to the 'commuted sum for the watercourse maintenance clearance'.
04/11/2019	Email	WSP suggest suitable wording for 'commuted sum for the watercourse maintenance clearance' in SoCG and requested further comments from IDB on the 'Articles and Requirements' of the draft DCO.
18/11/2019	Emails	IDB confirmed no further comments on the 'Articles and Requirements' of the draft DCO and accepted suggested wording relating to the 'commuted sum for the watercourse maintenance clearance'. WSP shared revised version of SoCG with IDB.
26/11/2019	Email	WSP amended SoCG – existing watercourse maintenance moved to Matters Agreed (becoming Item 10)
06/02/2020	Email	SoCG amended to seek agreement on remaining Matters Under Discussion and updated version shared with the IDB.
07/02/2020	Email	IDB raised query regarding ownership and clearance of culvert under Gapton Hall Road
10/02/2020	Email	WSP provided clarity on ownership of Gapton Hall culvert and updated Item 5: "Gapton Hall Road culvert" in the SoCG accordingly.
10/02/2020	Email	IDB and WSP agreed wording in SoCG and arranged for the SoCG to be signed.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Waveney, Lower Yare & Lothingland Internal Drainage Board are commented on further in this SOCG:

- Discharge to ordinary watercourse
- Requirements for discharge into ordinary watercourse
- Amendments to existing watercourse/culvert network
- Disapplication of the IDB's byelaws
- IDB ordinary watercourse actions

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by Waveney, Lower Yare & Lothingland Internal Drainage Board.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Discharge to ordinary watercourse		
1	Agreement in Principle	It is agreed in principle that the Scheme can discharge into the ordinary watercourse network.
Requirements for discharge into ordinary watercourse		
2	Watercourse clearance	Proposals for the scheme are to discharge into an ordinary watercourse network which is within the IDB's jurisdictional area. Downstream of this discharge point is currently in need of de-silting and rehabilitation (approx. between 652148,306019 and 651546,306273). It is agreed that the Scheme will fund 250m, of watercourse clearance, based on the cost estimates provided by the IDB, if discharge to ordinary watercourse is pursued. The commuted sum figure for the 250m length of IDB watercourse maintenance clearance is agreed, and will be paid by the Applicant once the Scheme is implemented following the grant of the DCO by the Secretary of State, if granted.
3	Culvert CCTV survey	Concerns were raised by the IDB regarding the condition and residual life of the six existing culverts within the watercourse network that are not adopted as 'Main Drain' (section approx. between 652158,305872 and 651503,306274). It was agreed that the Scheme would fund the cleaning and CCTV survey of these culverts and outputs shared with the IDB. The survey confirmed positive condition and residual life of four of the six culverts (two were unable to be surveyed due to onsite constraints).

Ref.	Description of matter	Details of Agreement
4	Veterinary culvert	The existing culvert north-west of Haven Veterinary Surgeons (approx. between 652073,306056 and 652059,306057) was one of the culverts that wasn't surveyed. It is agreed that if discharge to ordinary watercourse is pursued, this culvert will be surveyed by the Contractor as part of the proposed works and replaced if the condition is deemed unsatisfactory based on the IDB's judgement.
5	Gapton Hall Road culvert	The existing culvert beneath Gapton Hall Road (approx. between 651541,306272 and 651501,306275) wasn't surveyed. The culvert in question, structure TG50119, is in the ownership of Norfolk County Council (NCC) and will remain so following completion of the Scheme. Its location sits outside of the project DCO boundary limits and is also outside of the length of ditch clearance considered. Therefore, NCC won't undertake desilting, clearance and inspection of this culvert as part of the Scheme, but will continue to maintain and inspect it as part of their routine maintenance programme.
6	Rates and volumes	It is agreed that the IDB will allow the Scheme to discharge into the ordinary watercourse network under the agreement that the proposed discharge rates and volumes do not exceed existing. In addition, adequate pollution treatment/mitigation is required. This Matter is subject to Protective Provisions being adhered to. Final flow rates and volumes for the Scheme will be established once the design has progressed sufficiently and a formal discharge/ connection request has been submitted. This process is secured through the DCO, its requirements and the protective provisions for the benefit of the IDB.
Amendments to existing watercourse/culvert network		
7	Amendments	It is agreed that the IDB will allow for amendments to the existing watercourse /culvert network; including replacement, realignment, extension, lining etc. This Matter is subject to Protective Provisions being adhered to such that there will be no increase in flood risk as a result of the scheme.

Ref.	Description of matter	Details of Agreement
Disapplication of the IDB's byelaws		
8	Byelaws	It is agreed that as part of the Scheme DCO application, the IDB's byelaws made under section 66 of the Land Drainage Act 1991 and the requirement to obtain the IDB's consent under section 23 of the Land Drainage Act 1991, will be disapplied by article 3 of the DCO subject to Protective Provisions being put in place. Protective Provisions have been agreed and are included in Schedule 15 – Protective Provisions – Part 5 – For the Protection of the Waveney, Lower Yare and Lothingland Internal Drainage Board and consequently the IDB gives its consent under section 150 Planning Act 2008 to those disapplications.
IDB ordinary watercourse actions		
9	IDB watercourse adoption	Subject to the satisfaction of Matters 2 and 4 of Section 4, the IDB will adopt the watercourse/culvert network that is not currently adopted as 'Main Drain' (section approx. between 652158,305872 and 651503,306274).
10	Existing watercourse maintenance	Downstream of this discharge point is currently in need of tree and vegetation clearance, de-silting and improvements to access for future maintenance (approx. between 652148,306019 and 651546,306273). As detailed in Matter 2 of Section 4, it is agreed that the Scheme will fund 250m of watercourse clearance, based on the cost estimates provided by the IDB, if discharge to ordinary watercourse is pursued. It is proposed that the IDB will fund the remaining de-silting works.
11	IDB pumping station adoption	A pumping station is not currently proposed for the Scheme. However, subject to further details being shared and agreed, the IDB will consider adopting the Scheme pumping station should this discharge option be selected.

Ref.	Description of matter	Details of Agreement
12	Design of feature adjacent to IDB watercourse	It is agreed that the drainage/ SuDS feature that is proposed to be located adjacent to the IDB watercourse will be designed to ensure no detrimental impact will come to the IDB watercourse (pollution and/or overtopping) and that no loss of floodplain will result from the installation of the feature. Details of the design will be provided to the IDB once the design has progressed sufficiently for approval; compliance with which is secured through the DCO requirements.

5 Matters under Discussion

Table 5.1: Matters under Discussion

Ref.	Description of matter	Current Position
N/A		
1	N/A	N/A

6 Matters Not Agreed

Table 6.1: Matters Not Agreed

Ref.	Description of matter	Details of Matter not Agreed
N/A		
1	N/A	N/A

7 Signatures

	Waveney, Lower Yare & Lothingland Internal Drainage Board Internal	Norfolk County Council (the Applicant)
Signature	The Applicant has received confirmation from the relevant party that its contents are agreed.	The Applicant has received confirmation from the relevant party that its contents are agreed.
Printed Name		
Title		
On behalf of	Waveney, Lower Yare & Lothingland Internal Drainage Board Internal	Norfolk County Council
Date	11/02/2020	11/02/2020

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Appendix N –Statement of Common Ground with Anglian Water at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix N: Statement of Common Ground with Anglian Water at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

Tables

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State
AW	Anglian Water

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').

1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

1.2.1 The aim of this SoCG between the Applicant and Anglian Water is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Anglian Water in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
13/02/2018	Email	WSP first contacted AW to start the liaison for agreeing discharge to the combined sewer on South Denes Road
28/03/2018	Email	WSP shared the High Level Drainage Strategy to allow the AW to provide comments
28/03/2018	Call	Call between WSP and AW to discuss scheme and potential discharge. AW confirmed that modelling of the network would be undertaken
03/05/2018	ES Scoping Opinion	Summarised points: <ul style="list-style-type: none"> • Wording of the Draft DCO including protective provisions specifically for the benefit of AW. • Requirement for wastewater services. • Impact of development on AW assets and the need for mitigation. • Pre-construction surveys. • Consideration should be given to all potential sources of flooding including sewer flooding. Alteration/removal of any AW assets.
17/05/2018	Email	AW provided an update on the modelling output – suggesting an allowable discharge rate of 5 – 10l/s
27/06/2018	Email	AW state that the formal response can only be provided through the pre-planning process but suggest to use 5l/s as the restriction rate for the connection into the combined sewer on South Denes Road
23/07/2018	Email	AW Pre-Development Team contact AW to start the formal pre-planning process
23/08/2018	Email	AW share their standard protective provisions for applicant comment

31/08/2018	Email and report	AW confirm discharge into combined sewer on South Denes Road at restricted rate of 5l/s
03/09/2018 to 02/11/2018	Email and report	Liaison with AW to alter the connection MH as previously issued in report. Latest modelling report advises a discharge into combined sewer on South Denes Road at restricted rate of 10l/s is acceptable
12/11/2018	Email	WSP contact AW to ask that the latest modelling report be updated into a Surface Water Assessment Report
07/12/2018	S42 Response	Summarised points: <ul style="list-style-type: none"> • Alteration/removal of any AW assets. • Wording of the Draft DCO including protective provisions specifically for the benefit of AW. • AW owned land within the scheme boundary. Consideration should be given to all potential sources of flooding including sewer flooding
10/01/2019	Report	Revised Surface Water Assessment Report issued which confirms allowable discharge into MH6006 on South Denes Road at a rate of 10l/s
14/01/2019	Email	WSP share with AW the proposed revised Protective Provision wording
28/01/2019 to 05/02/2019	Email - various	AW generally agree with the proposed revised Protective Provision wording but query a particular section. WSP justify this alteration
06/02/2019	Email	AW confirm their acceptance of the Protective Provision wording within the DCO
20/02/2019	Email	WSP share draft version of SoCG for AW comment
22/02/2019	Call	WSP contact AW to determine whether they would expect pollution treatment prior to connection into the South Denes Rd combined sewer.
28/02/2019	Email	AW provide comments on SoCG and confirm that they would expect pollution treatment prior to connection into the South Denes Rd combined sewer
05/03/2019	Email	WSP share latest version of SoCG for AW comment

15/03/2019	Email	AW provided confirmed they were happy to agree the SoCG as drafted subject to minor revisions being accepted.
02/08/2019	On-line submission	AW submit relevant representations on submitted application
30/09/2019	Email	WSP share revised version of SoCG for AW comment
04/10/2019	Email	AW provided confirmed they were happy to agree the revised SoCG as drafted subject to some further revisions being accepted. WSP reviewed and accepted revisions.
07/11/2019	Email	AW requested a change to Part 10 (Surface Water Drainage) to include reference to Anglian Water being consulted on the surface water drainage strategy.
25/11/2019	Email	WSP confirmed that NCC had agreed to revise requirement 10 (in Schedule 2 to the draft DCO) to include AW, but with the qualification that it was only to be consulted in relation to its sewerage undertaking.
26/11/2019	Email	AW requested a change to the wording of article 20(2) (Discharge of Water) of the Draft DCO.
11/02/2020	Email	WSP provided additional clarification regarding wording of article 20 in the DCO.
11/02/2020	Email	AW and WSP agreed on wording in SoCG and arranged for the SoCG to be signed.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Anglian Water are commented on further in this SOCG:

- Surface water discharge to combined sewer
- Protective Provisions
- Pre-construction surveys
- Interaction with existing AW assets

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by Anglian Water to date. This SoCG may be updated as part of the examination process if required.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Surface Water discharge to combined sewer		
1	Agreement in Principle	It is agreed in principle that the Scheme can discharge surface water into the combined sewer network at the rate and location specified within the Surface Water Pre-Planning Assessment Report provided by AW (Appendix A). This is subject to provision of evidence to AW to demonstrate that all appropriate alternatives to surface water disposal to public sewerage network have been sufficiently evaluated. The final discharge rate to the consented manhole should be consistent with the Pre-Planning assessment and any suggested lower rate should meet both Anglian Water and Sewers For Adoption adoptable standards including any adoptable flow control devices.
2	Pollution treatment	It is agreed that pollution treatment will be installed upstream of the connection into the combined sewer. Level of treatment will be discussed and agreed between Contractor and AW.
3	Formal connection	It is agreed that AW have received a request for part of the Scheme to discharge into AW's combined sewer on South Denes Road. Modelling was undertaken by AW which concluded that a connection into MH6006 at a maximum restricted rate of 10l/s would be acceptable (see Surface Water Assessment Report in Appendix A). The report is only valid for 12 months since AW cannot reserve capacity within its network. The requirement for this will be revisited by the Contractor once the design has progressed sufficiently and a formal connection request will be submitted. AW, along with other relevant bodies, will be consulted prior to the approval of the Scheme's surface water drainage system under requirement 10 of the draft DCO.

Ref.	Description of matter	Details of Agreement
4	Wording	AW in their relevant representations requested that surface water drainage requirement (Schedule 2, Part 1) be amended to ensure that Anglian Water is consulted on the surface water strategy to be submitted for approval to Norfolk County Council for their approval. This amendment was made in Revision 2 of the Draft DCO (NCC/GY3RC/EX/040, Examination Library REP3-011).
Interaction with existing AW assets		
5	Diversion, removal and mitigation	It is agreed that as the Scheme design progresses, the Contractor will liaise with AW regarding any required diversion/removal/mitigation of existing AW assets. At this stage it is not expected that any diversion/removal/mitigation will be required. However, should diversion/removal/mitigation be required which impacts on existing AW assets the Contractor will liaise with AW, in accordance with the protective provisions for the benefit of AW, which are agreed and included in the draft DCO.
6	Landownership	It is agreed that AW do not own any registered land within the Order Limits of the proposed scheme.
Protective Provisions		
7	Wording	Wording of AW's Protective Provisions has been agreed between both parties and will be included within the DCO application.
Pre-construction surveys		
8	Requirements	It is agreed that if surveys are to be undertaken in the vicinity of AW's existing infrastructure, the Contractor will submit the Risk Assessment and Method Statements to AW for comment. AW may also supervise any surveys as necessary.

5 Matters under Discussion

Table 5.1: Matters under Discussion

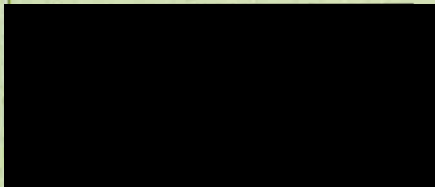

Ref.	Description of matter	Current Position
N/A		
1	N/A	N/A

6 Matters Not Agreed

Table 6.1: Matters Not Agreed

Ref.	Description of matter	Details of Matter not Agreed
N/A		
1	N/A	N/A

7 Signatures

Anglian Water		Norfolk County Council (the Applicant)
Signature		
Printed Name	Stewart Patience	Gavin Broad
Title	Spatial Planning Manager	Project Engineer
On behalf of	Anglian Water	Norfolk County Council
Date	11 February 2020	11 February 2020

Appendix A – GYTRC Surface Water Appraisal Report

Surface Water Assessment Report

Great Yarmouth Third River Crossing

Anglian Water Services contact:

Planning Liaison Team

Development Services

Thorpe Wood House

Thorpe Wood

Peterborough

PE3 6WT

Tel: **0345 6066087**

Option 1

Version control

VERSION	DATE	BY	AMENDMENT	REASON
1	31-08-18	RL	-	
2	06-12-18	RL	Review	Revised proposed connection point
3	10-01-18	RL/SO	Section 2	Higher discharge rate

Section 1: Proposed Development

This report has been produced for WSP Group. If you have any questions upon receipt of this report, please contact the Pre-Development team on 0345 606 6087 Option 1 or email planningliaison@anglianwater.co.uk.

The response within this report has been based on the following information:

- The grid reference for the site is TG5241706851.
- The discharge area is approx. 7,500m²

Section 2: Water Recycling Services

In examining the used water system we assess the ability for your site to connect to the public network without causing a detriment to the operation of the system. We also assess the receiving water recycling centre and determine whether the water recycling centre can cope with the increased flow and influent quality arising from your development.

Surface Water Disposal

This assessment has evaluated the surface water discharge in two scenarios:

1. Discharge restricted to 5l/s to broadly represent AWS standard approach, which assumes run off rates at 5l/s per developed hectare
2. Discharge restricted to 10l/s as specified in the enquiry.

The latest model of the Caister catchment was obtained. This model is considered to be the most up to date model of the area.

The model has been run for a 30 year plus climate change design storms for the existing catchment to establish the baseline flows. The two scenarios for the bridge discharge were then tested with the SW flows restricted to 5l/s and 10l/s respectively.

Figure 1 shows the location of the connection point for the new flows. All of the flows from this area drain to Suffling Road Pumping Station.

The model has shown that with a 5 l/s restriction to the flows from the eastern side of a new bridge there are only negligible increases in the flooding in the area and there is no increase in the modeled spill at pumping station storm overflow.

With the discharge limited to 10l/s this increases the predicted flood volume in Barrack Road, where flooding is already predicted with baseline flows. However, the increase is less only 5m³ and is therefore considered to be below the level requiring mitigation. The overall spill increase at the storm overflow is less than 1%, which is below the accepted trigger level for action.

Therefore, with the bridge flows restricted to a maximum of 10l/s and it would be possible for discharged to the public combined sewer on S. Denes Road without significant detriment to the sewer network performance.

Please note, it is your responsibility to provide the evidence to confirm that all alternative methods of surface water disposal have been explored and these will be required before your connection can be agreed. This is subject to satisfactory evidence which shows the surface water management hierarchy as outlined in Building Regulations Part H has been explored. This would encompass the results from the site specific infiltration testing and/or confirmation that the flows cannot be discharged to a watercourse.

Anglian Water's surface water policy follows the Surface Water hierarchy, outlined in Part H of the Building Regulations. Should your assumptions or evidence change then an alternative solution, connection point or flow rate may be required. You are therefore advised to update Anglian Water with the key supporting evidence at your earliest convenience.

As you may be aware, Anglian Water will consider the adoption of SuDs provided that they meet the criteria outline in our SuDs adoption manual. This can be found on our website at <http://www.anglianwater.co.uk/developers/suds.aspx>. We will adopt features located in public open space that are designed and constructed, in conjunction with the Local Authority and Lead Local Flood Authority (LLFA), to the criteria within our SuDs adoption manual. Specifically, developers must be able to demonstrate:

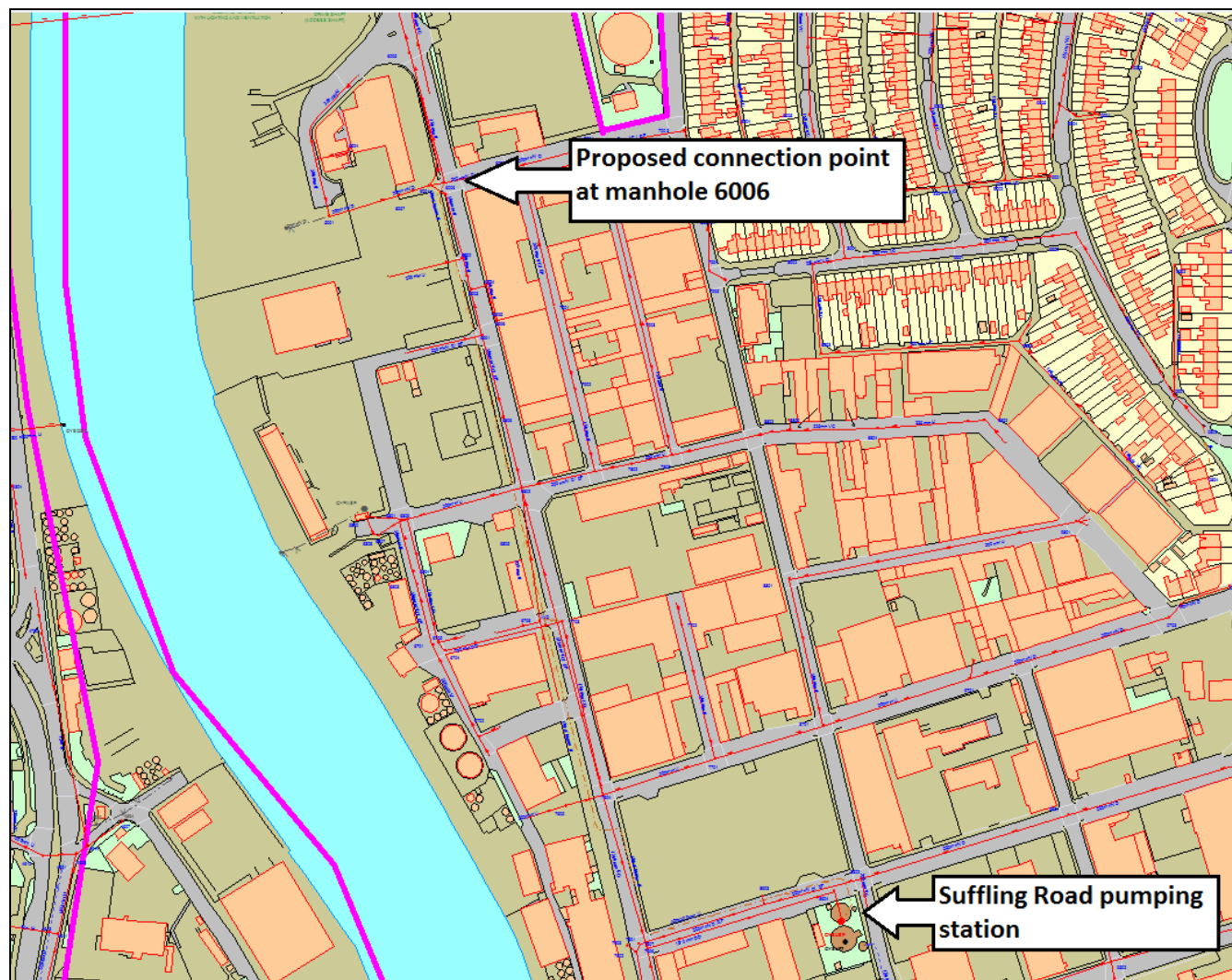
1. Effective upstream source control,
2. Effective exceedance design, and
3. Effective maintenance schedule demonstrating that the assets can be maintained both now and in the future with adequate access.

If you wish to look at the adoption of any SuDs then an expression of interest form can be found on our website at: <http://www.anglianwater.co.uk/developers/suds.aspx>

It has been assumed that the onsite used water network will be provided under a section 104 Water Industry Act application.

It is recommended that you also budget for connection costs. Please note that we offer alternative types of connections depending on your needs and these costs are available at our website.

Section 3: Map of Proposed Connection Points



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Figure 1: Surface Water connection point

Section 4: Useful Information

Water

Water Industry Act – Key Water Sections:

- **Section 41:** This provides you with the right to requisition a new water main for domestic purposes to connect your site to the public water network.
- **Section 45:** This provides you with the right to have a connection for domestic purposes from a building or part of a building to the public water main.
- **Section 51A:** This provides you with the right to provide the water main or service connection yourself and for us to vest them into our company.
- **Section 55:** This applies where you request a supply of water for non domestic premises.
- **Section 185:** This provides you with the right to make a reasonable request to have a public water main, sewer or public lateral drain removed or altered, at your expense. Details on how to make an application and the s185 form is available on our website at <http://www.anglianwater.co.uk20/developers> or via our Developer Services team on 08457 60 66 087.

Details on how you can make a formal application for a new water main, new connection or diversion are available on from our Developer Services team on 08457 60 66 087 or via our website at www.anglianwater.co.uk/developers

If you have any other queries on the rights to requisition or connect your housing to the public water and sewerage infrastructure then please contact our developer services team at: Developer Services, Anglian Water, PO Box 495, Huntingdon, PE29 6YY or Telephone: 0845 60 66 087 or Email: developerservices@anglianwater.co.uk

Water pressure and flow rate: The water pressure and consistency that we must meet for your site is laid out in the Water Industry Act (1991). This states that we must supply a flow rate of 9 litres per minute at a pressure of 10 metres of head to the external stop tap. If your water pressure requirements exceed this then you will need to provide and maintain any booster requirements to the development site.

Self Lay of Water Mains: A list of accredited Self Lay Organisations can be found at www.lloydsregister.co.uk/schemes/WIRS/providers-list.aspx.

Used Water

Water Industry Act – Key Used Water Sections:

- **Section 98:** This provides you with the right to requisition a new public sewer. The new public sewer can be constructed by Anglian Water on your behalf. Alternatively, you can construct the sewer yourself under section 30 of the Anglian Water Authority Act 1977.

- **Section 102:** This provides you with the right to have an existing sewerage asset vested by us. It is your responsibility to bring the infrastructure to an adoptable condition ahead of the asset being vested.
- **Section 104:** This provides you with the right to have a design technically vetted and an agreement reached that will see us adopt your assets following their satisfactory construction and connection to the public sewer.
- **Section 106:** This provides you with the right to have your constructed sewer connected to the public sewer.
- **Section 185:** This provides you with the right to have a public sewerage asset diverted.

Details on how to make a formal application for a new sewer, new connection or diversion are available on our website at www.anglianwater.co.uk/developers or via our Developer Services team on 08457 60 66 087.

Sustainable Drainage Systems:

Many existing urban drainage systems can cause problems of flooding, pollution or damage to the environment and are not resilient to climate change in the long term. Therefore our preferred method of surface water disposal is through the use of Sustainable Drainage Systems (SuDS). SuDS are a range of techniques that aim to mimic the way surface water drains in natural systems within urban areas. For more information on SuDS, please visit our website at <http://www.anglianwater.co.uk/developers/suds.aspx>. We also recommend that you contact the Local Authority and Lead Local Flood Authority (LLFA) for the area to discuss your application.

Private Sewer Transfers: Sewers and lateral drains connected to the public sewer on the 1 July 2011 transferred into Water Company ownership on the 1 October 2011. This follows the implementation of the Floods and Water Management Act (FWMA). This included sewers and lateral drains that were subject to an existing Section 104 Adoption Agreement and those that were not. There were exemptions and the main non-transferable assets were as follows:

- Surface water sewers and lateral drains that did not discharge to the public sewer, e.g. those that discharged to a watercourse.
- Foul sewers and lateral drains that discharged to a privately owned sewage treatment/collection facility.
- Pumping stations and rising mains will transfer between 1 October 2011 and 1 October 2016.

The implementation of Section 42 of the FWMA will ensure that future private sewers will not be created. It is anticipated that all new sewer applications will need to have an approved section 104 application ahead of a section 106 connection.

Encroachment: Anglian Water operates a risk based approach to development encroaching close to our used water infrastructure. We assess the issue of encroachment if you are

planning to build within 400 metres of a water recycling centre or, within 15 metres to 100 metres of a pumping station. We have more information available on our website at <http://anglianwater.co.uk/developers/encroachment.aspx>

Locating our assets: Maps detailing the location of our water and used water infrastructure including both underground assets and above ground assets such as pumping stations and recycling centres are available from www.digdat.co.uk. All requests from members of the public or non-statutory bodies for maps showing the location of our assets will be subject to an appropriate administrative charge. We have more information on our website at: www.anglianwater.co.uk/developers/our-assets/

Summary of charges: A summary of this year's charges can be found at <http://www.anglianwater.co.uk/developers/charges/>

Disclaimer: The information provided within this report is based on the best data currently recorded, recorded within the last 12 months or provided by a third party. The position must be regarded as approximate. If there is further development in the area or for other reasons the position may change.

The accuracy of this report is therefore not guaranteed and does not obviate the need to make additional appropriate searches, inspections and enquiries. You are advised therefore to renew your enquiry should there be a delay in submitting your application for water supply/sewer connection to re-confirm the situation.

The responses made in this report are based on the presumption that your proposed development obtains planning permission. Whilst this report has been prepared to help assess the viability of your proposal, it must not be considered in isolation. Anglian Water supports the plan led approach to sustainable development that is set out in the National Planning Policy Framework (NPPF). As a spatial planning statutory consultee, we assist planning authorities in the preparation of a sustainable local plan on the basis of capacity within our water and water recycling (formerly referred to as wastewater) infrastructure. Consequently, any infrastructure needs identified in this report must only be considered in the context of up to date, adopted or emerging local plans. Where local plans are absent, silent or out of date these needs should be considered against the definition of sustainability set out in the NPPF as a whole.

No liability whatsoever including liability for negligence is accepted by Anglian Water Services Limited for any error or inaccuracy or omission including the failure to accurately record or record at all, the location of any water main, discharge pipe, sewer, or drain or disposal main or any item of apparatus.

Appendix O – Statement of Common Ground with Great Yarmouth Port Users Association at Deadline 6

3 *A final Statement of Common Ground (SoCG) has not yet been agreed with Great Yarmouth Port Users Association.*

As a result this Appendix does not contain a signed/agreed SoCG.

The Applicant has issued a SoCG to the Port Users Association and is awaiting their comment, at this stage no agreed SoCG is provided.

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Appendix P – Statement of Common Ground with Great Yarmouth and Gorleston Allotment Association at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix J: Statement of Common Ground with Marine Management Organisation at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
GYGAA	Great Yarmouth and Gorleston Allotment Association
NWM	Norfolk and Waveney Mind
NPS	Norfolk Property Services, organisation delivering property maintenance and consultancy services to the sole shareholder Norfolk County Council
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') for an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 30 April 2019 and accepted on 28 May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

- 1.2.1 The aim of this SoCG, between the Applicant and Great Yarmouth and Gorleston Allotments Association (YGAA), is to provide a record of engagement between the parties, including a record of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

- 1.3.1 In this SoCG:
- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
 - Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion;
 - Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Great Yarmouth and Gorleston Allotments Association (YGAA) in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
08/02/2018	Email from NPS to GYGAA.	Introduction email from NPS, to advise that the Applicant has instructed NPS to act on land and compensation matters in respect of the proposed Great Yarmouth Third River Crossing, and invitation for opportunity to meet with appropriate members of GYGAA to discuss the scheme impact and explore any issues or concerns.
15/03/2018	Meeting between NPS and GYGAA members.	Discussions held over identification of new allotment plots.
01/08/2018	Email from NPS to GYGAA.	Circulation of the draft layout plan (GYTRC-DR-L-6000 Rev PO1 in Appendix A) for the 4 new allotment plots for consideration and comments. Notification also provided of the forthcoming statutory pre-application consultations on the bridge proposals.
10/09/2018	Section 42 consultation letter from Applicant to GYGAA.	Section 42 pre-application consultation letter and documents issued to GYGAA.
12/09/2018	Email from GYGAA to NPS.	Seeking clarity regarding site notices placed on site gates on Common Road.
13/09/2018	Email response from NPS to GYGAA.	Applicant confirming to GYGAA that the site notice on Common Road is for notification of the statutory pre-application consultation process only, and that there is no requirement for land acquisition from the Common Road site.

19/09/2018	Email from Applicant to GYGAA.	The Applicant emailed a copy of the Section 42 pre-application consultation letter to GYGAA.
21/10/2018	Extended Consultation Section 42 consultation letter from Applicant to GYGAA.	Extended Consultation Section 42 pre-application consultation letter and documents issued to GYGAA.
01/12/2018	Meeting on site between NPS and GYGAA.	To discuss the replacement land on site and identify any issues with this proposed site.
11/12/2018	Email from GYGAA to NPS.	Email requesting consultation details.
12/12/2018	Email from Applicant to GYGAA.	Email advising that comments should be forwarded to the consultation email address.
24/1/2019	Email from NPS to GYGAA.	Update provided regarding 4 replacement allotment plots on Queen Anne's Road. Plan provided for illustrative purposes.
28/01/2019	Email from NPS to GYGAA.	Email requesting a reply to proposals.
13/02/2019	Email from NPS to GYGAA.	Email requesting a reply to proposals.
11/03/2019	Email from NPS to GYGAA.	Email requesting a reply to proposals.
11/02/2019	Further consultation letter from Applicant to GYGAA.	Further Consultation letter and documents (regarding scheme refinements to the extents of the Application Site and the removal of the commercial vessel waiting facility) issued to GYGAA.
20/02/2019	Further consultation letter from Applicant to GYGAA.	Further Consultation letter and documents (regarding scheme refinements to reduce the impact on the MIND Centre and Grounds) issued to GYGAA. This confirmed that there is no proposal for NWM to move into the replacement allotment site on Queen Anne's Road.

30/04/2019	Meeting between NPS and GYGAA.	Discussions about proposed allotment site at Potters Field, Gorleston.
02/05/2019	Meeting between the Applicant, NPS, GYGAA and NWM.	Meeting at NWM and site visit to Potters Field, Gorleston, to explore potential additional allotment land which NWM could lease from GYGAA.
20/06/2019	Section 56 Notice letter from the Applicant to GYGAA.	Section 56 Notice letter posted to GYGAA.
26/06/2019	Email from Applicant to GYGAA.	The Applicant emailed a copy of the Section 56 Notice to GYGAA.
05/07/2019	Meeting between the Applicant, NPS, GYGAA and NWM.	Meeting to further discuss the final items to be included in the SoCG and the latest position with these items. This included further discussions over the potential for NWM to lease additional land from GYGAA at the Potter Field site.
16/09/2019	Email	Email from the Applicant to GYGAA regarding development of SoCG ahead of Deadline 1 submission
03/10/2019	Email	Email from the Applicant to GYGAA to update SoCG ahead of Deadline 1 submission
16/10/2019	Email	Email from GYGAA to the Applicant to update SoCG ahead of Deadline 2 submission
19/10/2019	Email	Email from Applicant to GYGAA to update SoCG ahead of Deadline 2 submission
21/10/2019	Email	Email from GYGAA to the Applicant to update SoCG ahead of Deadline 2 submission
05/01/2020	Email	Email from Applicant to GYGAA to update SoCG ahead of Deadline 6 submission
05/01/2020	Email	Email from GYGAA to the Applicant to update SoCG ahead of Deadline 6 submission



06/01/2020	Email	Email from Applicant to GYGAA to update SoCG ahead of Deadline 6 submission
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3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and GYGAA are commented on further in this SOCG:

- Acquisition of allotment land and provision of replacement allotment site;
- Provision of facilities at the replacement allotment site;
- Compensation agreement;
- Interim arrangements for an allotment facility.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by GYGAA.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Acquisition of allotment land and provision of replacement allotment site.		
1	The relocation of existing allotments on the north side of Queen Anne's Road.	<p>The Applicant has provided a replacement allotment site within the Application Site to compensate for the proposed acquisition and use of 4 existing allotment plots (on the north side of Queen Anne's Road) for the purposes of the Scheme. This replacement site is identified as Work No. 11 on the Works Plans Sheet 1 of 7 (Document Reference 2.6, Planning Inspectorate References APP-011 and AS-008) and provides space for 4 new/replacement allotment plots. The replacement allotment site is also shown on the General Arrangement Plans, Sheet 1 of 7 (Document Reference 2.2, Planning Inspectorate Reference APP-007), a copy of which is contained in Appendix B to this SoCG.</p> <p>The Applicant and GYGAA agree that the replacement allotment site is a suitable replacement for the 4 existing allotment plots on the north side of Queen Anne's Road that will be lost as a result of the Scheme.</p>
Provision of facilities at the replacement allotment site		
2	Provision of water supply at the replacement allotment site	The Applicant can confirm that it will provide a new water supply within the replacement allotment site. The Applicant will continue to engage with GYGAA regarding the detail of the location of this water supply.

Ref.	Description of matter	Details of Agreement
3	Provision of sheds and greenhouses at the replacement allotment site	The Applicant can confirm that it will provide new sheds/greenhouses for the 4 individual plots within the replacement allotment site. The Applicant will continue to engage with GYGAA regarding the form and location of these features.
Compensation agreement		
4	Compensation agreement	The Applicant and GYGAA agree to undertake discussions with a view to agreeing the terms for a compensation package associated with the impact of the Scheme on the existing GYGAA sites (i.e. both the existing allotment site on the north side of Queen Anne's Road and the site currently leased by Norfolk and Waveney Mind on the south side of Queen Anne's Road) and the provision of the replacement allotment site.

5 Matters Not Agreed

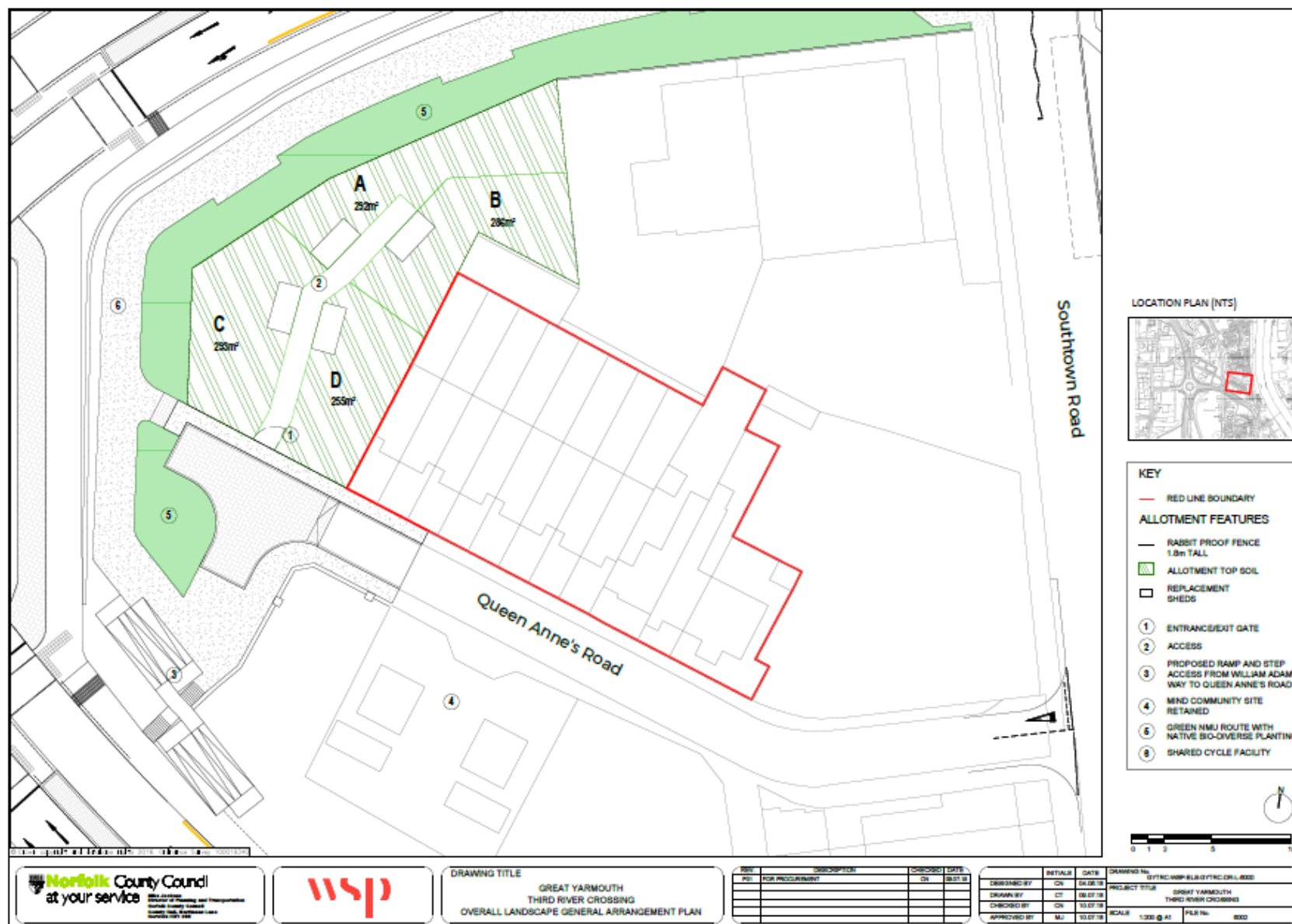
Table 5.1: Matters Not Agreed

Ref.	Description of matter	Current Position
Interim arrangements for an allotment facility		
1	Interim arrangements for an allotment facility to minimise temporary loss during construction.	<p>The GYGAA is concerned that the replacement allotment site identified above will not be available for use at the same time as the existing site on the north side of Queen Anne's Road is lost. This creates a period when no allotment plots are available for use.</p> <p>The Applicant can advise that the time between the existing allotment site being acquired and the new allotment site being available for use is approximately 18 to 24 months. The Applicant has been unable to amend the construction programme in order to reduce this time period because both the existing and replacement allotment sites are located on the main line of the Scheme and there is a need for safe working areas to be maintained during the construction of the Scheme.</p> <p>The Applicant has been engaging with GYGAA with a view to agreeing the terms for a compensation package. Discussions are still ongoing but have not yet been agreed.</p>

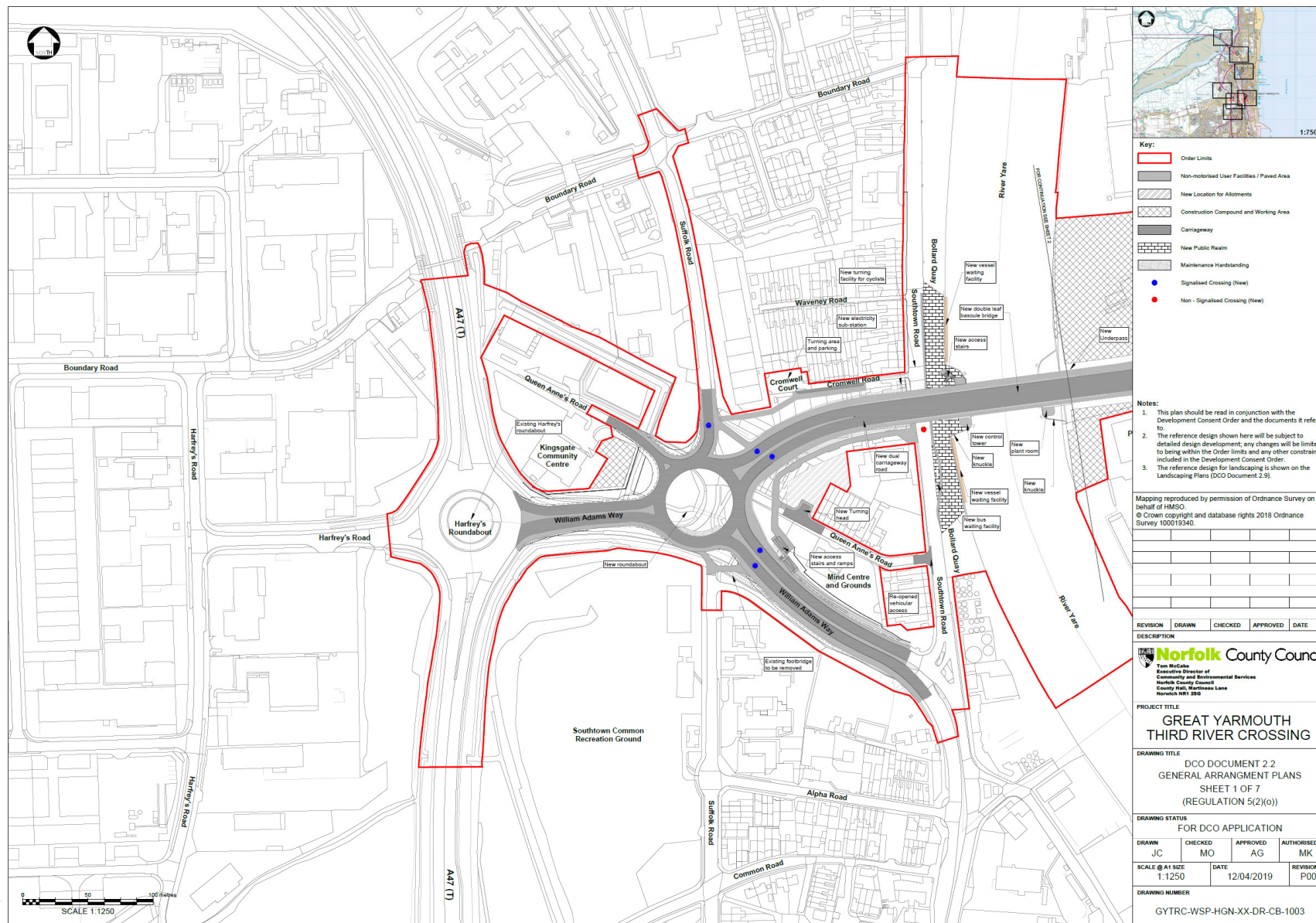
6 Signatures

	[Stakeholder Name]	Norfolk County Council (the Applicant)
Signature	The Applicant has received confirmation from the relevant party that its contents are agreed.	The Applicant has received confirmation from the relevant party that its contents are agreed.
Printed Name	Donna Miller	Gavin Broad
Title	GYGAA Chairperson	Project Engineer
On behalf of	Great Yarmouth and Gorleston Allotments Association	Norfolk County Council
Date	06/02/2020	06/02/2020

APPENDIX A - Draft Layout Plan (GYTRC-DR-L-6000 Rev PO1)



APPENDIX B – General Arrangement Plan Sheet 1 of 7 (Document Reference 2.6)



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Appendix Q – Statement of Common Ground with Norfolk and Waveney Mind at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix Q: Statement of Common Ground with Norfolk and Waveney Mind at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
GYGAA	Great Yarmouth and Gorleston Allotment Association
NWM	Norfolk and Waveney Mind
NPS	Norfolk Property Services, organisation delivering property maintenance and consultancy services to the sole shareholder Norfolk County Council
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').

1.1.2 The application was submitted on 30 April 2019 and accepted on 28 May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

1.2.1 The aim of this SoCG between the Applicant and Norfolk & Waveney Mind (NWM) is to provide a record of engagement between the parties, including a record of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and NWM in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
10/07/2018	Site visit to Mind Centre and Grounds by the Applicant and NPS to meet with NWM representatives.	Key Topics discussed: i) The consultation process; ii) NWM may be interested in looking after the management of some adjacent landscaping areas; iii) NWM concerns over size of land acquisition footprint required; iv) The Applicant/NPS to contact Great Yarmouth Borough Council to enquire whether additional sites may be available.
10/09/2018	Section 42 consultation letter from Applicant to NWM.	Section 42 pre-application consultation letter and documents issued to NWM.
12/09/2018	Attendance at Consultation Event.	Attendance by NWM representatives and users of the Mind Centre and Grounds at the Consultation Event at the Kingsgate Community Centre. Site meeting held between NPS and NWM representative.
19/09/2018	Email from Applicant to NWM.	The Applicant emailed a copy of the Section 42 pre-application consultation letter to NWM.
27/09/2018	Attendance at Consultation Event.	Attendance by NWM representatives and users of the Mind Centre and Grounds at consultation event at the Kings Centre. Site meeting held between NPS and NWM representative.
17/10/2018	Section 42 consultation response received from NWM.	Consultation response received from NWM.

21/10/2018	Extended Consultation Section 42 consultation letter from Applicant to NWM.	Extended Consultation Section 42 pre-application consultation letter and documents issued to NWM.
05/11/2018	Site visit to Mind Centre and Grounds attended by NWM representatives and the Applicant.	Purpose of site visit was for the Applicant to review the extents of proposed land take for the Scheme and to discuss ideas that could minimise the impacts of this land take on the Mind Centre and Grounds.
05/12/2018	Update to Section 42 Consultation Response received from NWM.	Updated consultation response received from NWM.
07/12/2018	Further update to Section 42 Consultation Response received from NWM.	Updated consultation response received from NWM.
18/12/2018	Site meeting at Mind Centre and Grounds between NWM representatives, the Applicant and Pinsent Masons (Legal Advisers to the Applicant).	Impromptu site tour of the Mind Centre and Grounds facilities.
17/01/2019	Site meeting at Mind Centre and Grounds between NWM representatives, the Applicant, and NPS.	Detailed discussions held over land requirement impacts on Mind Centre and Grounds and exploration of potential design refinements to reduce the effects of the Scheme (e.g. by relocating key elements of the site).
24/01/2019	Site meeting at Mind Centre and Grounds between NWM representatives, the Applicant, and NPS.	The Applicant discussed the design refinements it had developed with NWM.
28/01/2019	Draft site layout proposal plans issued to NWM.	Plans issued to NWM presenting the existing site area and proposed revised site areas (as a result of the design refinements) for discussion and

		consideration at NWM Board meeting (on 29 January 2019).
31/01/2019	Email from NWM representative to Applicant.	Update provided following NWM Board Meeting of 29/01/2019, where the Applicant's plans had been presented.
13/02/2019	Email from Applicant to NWM.	Update to show NWM the proposed design refinements at the Mind Centre and Grounds that would be presented for Further Consultation (between 20 February 2019 to 24 March 2019). Confirmation that Gt Yarmouth Borough Council (GYBC) are receptive to a new extended lease arrangement for the Mind Centre and Grounds site.
15/02/2019	Site meeting at Mind Centre and Grounds between NWM representatives and the Applicant.	Presentation of the proposed design refinements at the Mind Centre and Grounds that would be presented for Further Consultation (between 20 February 2019 to 24 March 2019). Arrangement made to present these plans to the Community Roots Board meeting on 19 February 2019.
19/02/2019	Community Roots Board meeting.	The Applicant presented the proposed design refinements at the Mind Centre and Grounds to the Community Roots Board meeting. The Applicant confirmed that it proposed to undertake Further Consultation on these proposals, commencing on the 20 February 2019.
21/02/2019	Further Consultation Letter to NWM from Applicant.	Formal Further Consultation Letter, detailing the proposed design refinements at the Mind Centre and Grounds issued to NWM.
22/02/2019	Email from Applicant to NWM.	Further Consultation Letter emailed to NWM.
22/02/2019	Email from Applicant to NWM.	Email to advise that the Further Consultation proposals and explanatory documents, to go on view at the Mind Centre building, will be deposited with NWM on Monday 25 February 2019.

23/02/2019	Email from Applicant to NWM.	Email to provide awareness that a report summarising the preliminary results of the Applicant's pre-application consultations will be presented to Norfolk County Council's Environment, Development and Transport Committee on Friday 8 March 2019. The report will be available to view from 28 February 2019.
25/02/2019	Email from NWM to Applicant.	Acknowledgement of receipt of consultation plans and explanatory documents.
28/02/2019	Site meeting held between NWM, Mind Centre and Grounds users, the Applicant and its appointed Contractor for the Scheme.	Update provided by Applicant on proposed design refinements being shown in the Further Consultation. Presentation from Construction Manager (member of the Applicant's appointed Contractor for the scheme) explaining outline timescales of construction works and potential mitigation measures.
11/03/2019	Response to Further Consultation on design refinements received from NWM.	Further Consultation response received from NWM.
12/3/2019	Email from Applicant to NWM.	Acknowledgement of email (dated 11/3/2019). Offer of further dialogue and meeting between Applicant and NWM.
13/3/2019	Email from Applicant to NWM.	Dates for further site meeting proposed.
22/3/2019	Site meeting between NWM and Applicant at Mind Centre and Grounds.	To discuss NWM response to the Further Consultation. Additional tour around site, to explore impacts of the design refinements.
02/5/2019	Meeting between the Applicant, NPS, GYGAA and NWM.	Meeting at NWM and site visit to Potters Field, Gorleston. To explore additional allotment land which NWM could lease from GYGAA.
20/06/2019	Section 56 Notice and covering letter from the Applicant to NWM.	Section 56 Notice and covering letter posted to NWM.

26/06/2019	Email from Applicant to NWM.	The Applicant emailed a copy of the Section 56 Notice to NWM.
05/07/2019	Meeting between the Applicant, NPS, GYGAA and NWM.	Meeting to further discuss the final items to be included in the SoCG and the latest position with these items. This included further discussions over the potential for NWM to lease additional land from GYGAA at the Potters Field site.
30/09/2019	Meeting between the Applicant, NPS, and NWM.	Meeting to develop SoCG ahead of examination Deadline 1 submission.
25/11/2019	Meeting between the Applicant, NPS, and NWM.	Meeting to update SoCG ahead of examination Deadline 3 submission.
04/02/2020	Email from NWM to the Applicant.	Invitation to attend an open day in March 2020.
04/02/2020	Email from the Applicant to NWM.	Email from the Applicant regarding the open day in March 2020.
05/02/2020	Email from the Applicant to NWM.	Email to update SoCG ahead of examination Deadline 6 submission.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and NWM are commented on further in this SOCG:

- Retention of existing NWM facility at Queen Anne's Road site;
- Key features that are currently located within the Mind Centre and Grounds site;
- Relocation of key features that can be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design;
- Relocation of key features that cannot be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design;
- Site access during construction;
- Terraced embankment slope between William Adams Way and the Mind Centre and Grounds;
- Noise and dust impacts during construction and operation;
- Management of adjacent landscaping areas;
- NWM leasing additional sites.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by NWM.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Retention of existing NWM facility at Queen Anne's Road site		
1	Retain existing NWM facility at Queen Anne's Road site.	<p>It is the intention of the Applicant to retain the NWM facilities at the existing Queen Anne's Road site. To achieve this the Applicant has made design refinements to the Proposed Scheme which was presented at pre-application consultation, to minimise the impacts of the Scheme on the NWM site.</p> <p>The Scheme submitted for application included the revised site area at the Mind Centre and Grounds, which is shown as Work No. 12 on the Works Plans Sheet 1 of 7 (Document Reference 2.6, Planning Inspectorate References APP-011 and AS-008). Both parties agree that the design refinements incorporated into the Scheme (which is the subject of the application submitted to the Planning Inspectorate) will enable NWM to continue to operate from the Queen Anne's Road site post implementation of the Scheme, although it is acknowledged that the overall area of the main reconfigured Mind Centre and Grounds site at this location would be less than the existing area of the Mind Centre and Grounds site and that some key features within that site will need to be relocated.</p>
Key features that are currently located within the Mind Centre and Grounds site		
2	Key features that can be retained within the main reconfigured	<p>The key features that can be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design are agreed to be as follows:</p> <ul style="list-style-type: none"> • The main site buildings;

Ref.	Description of matter	Details of Agreement
	Mind Centre and Grounds site identified in the Scheme design.	<ul style="list-style-type: none"> • Main building patio area; • Poly tunnels; • Ornamental planting and flower beds on east side of the existing site; • Vegetable plots on south side of the existing site.
3	Key features that can be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design but which require relocation.	<p>The key features that can be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design but which require relocation are agreed to be as follows:</p> <ul style="list-style-type: none"> • Wood working area; • Boundary footpaths; • Orchard; • Bird hide; • Willow crops; • Ted Ellis Nature Conservation Area (including pond).
4	Key features that cannot be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design.	<p>The key features that cannot be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design are agreed to be as follows:</p> <ul style="list-style-type: none"> • Labyrinth; • Mini allotment plots on north side of existing site.

Ref.	Description of matter	Details of Agreement
Relocation of key features that can be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design		
5	Relocation of wood working area.	<p>The wood working area currently occupies an area on the south side of the existing site. A potential alternative location for the wood working area has been identified within the Scheme, which is between the main buildings and the existing poly tunnel within the Mind Centre and Grounds site.</p> <p>The Applicant agrees to provide a replacement wood working shed at this new location, subject to further investigations to ascertain the feasibility of this site as a location for such a shed. The outline size and form of the shed has been discussed between the Applicant and NWM. Both parties agree to further engagement in order to determine the exact size, form and location of this shed.</p> <p>Subject to design considerations, the Applicant agrees to provide an electrical connection to the new/replacement wood working shed.</p>
6	Relocation of the Boundary Footpath.	<p>The existing site has a paved footway around its boundary ('boundary footpath'), which is impacted by the Scheme. The Applicant agrees in principle to providing a new / replacement boundary footpath within the revised site boundary. The outline location and form of the new / replacement boundary footpath has been discussed between the Applicant and NWM. Both parties agree to further engagement in order to determine the exact form of this new / replacement boundary footpath.</p>
7	Relocation of the orchard.	<p>The orchard area currently occupies an area in the south west corner of the existing site.</p>

Ref.	Description of matter	Details of Agreement
		<p>A possible alternative location for the orchard site had been identified within the Scheme, which was the area immediately east of the new William Adams Way Roundabout.</p> <p>NWM is concerned that the existing orchard site, which is now becoming established, will be acquired (by the Applicant for the purposes of the Scheme) before the proposed replacement site becomes available. In particular, the existing orchard trees may not survive two relocations within a short time period, the first to a temporary location and the second to the alternative location immediately east of the William Adams Way Roundabout. There could also be a potential loss of fruit from the trees.</p> <p>Further discussion between NWM and the Applicant has identified an alternative relocation site for the orchard, which is an area in the south east corner of the main reconfigured Mind Centre and Grounds site. This alternative relocation site would allow the trees to be relocated from the existing site directly to this location without the need for an interim site and would therefore reduce NWM's above-mentioned concerns regarding the relocation of the trees.</p> <p>Both parties agree to engage further to examine the potential for relocating the orchard to this alternative part of the reconfigured main Mind Centre and Grounds site. The Applicant agrees to examine whether the orchard trees (approximately 12 No) can be relocated as proposed. If it considers that this is not possible (or that the trees would not survive a relocation), the Applicant agrees to further discussions with NWM with a view to agreeing the terms for a compensation package associated with the impact of the Scheme, including impacts on the orchard. This would facilitate NWM in purchasing and planting new orchard trees itself.</p>

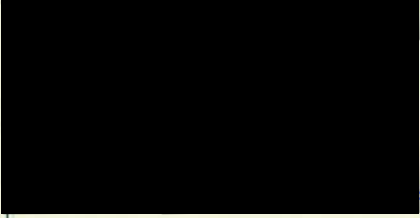
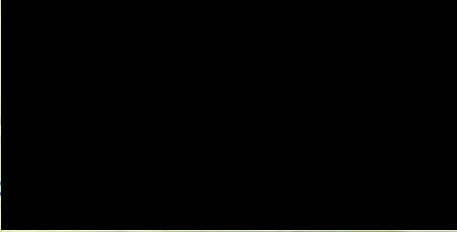
Ref.	Description of matter	Details of Agreement
8	Relocation of the bird hide	The idea of relocating the bird hide in the same area as the orchard has been suggested. Both parties agree to further engagement in order to explore this suggestion further.
9	Relocation of the willow crop	NWM's preference is for any replacement willow crop to be purchased and planted by NWM. The Applicant agrees to further discussions with NWM with a view to agreeing the terms for a compensation package associated with the impact of the Scheme, including impacts on the willow crop.
10	Relocation of the Ted Ellis Nature Conservation Area.	<p>The Ted Ellis Nature Conservation Area (including pond) currently occupies an area to the west of the main buildings.</p> <p>Further discussion between NWM and the Applicant has identified a potential site for the relocation of the Ted Ellis Nature Conservation Area, which is located immediately north east of the existing location of this feature. The nature of the work required to relocate this feature has been discussed in outline between the Applicant and NWM. Both parties agree to further engagement in order to further identify and develop the work required to relocate this feature.</p>
Relocation of key features that cannot be retained within the main reconfigured Mind Centre and Grounds site identified in the Scheme design		
11	Relocation of the Labyrinth.	<p>The labyrinth currently occupies an area on the west side of the existing site. The area consists of a 12m x 10m concrete pad onto which a local artist was commissioned to paint a labyrinth.</p> <p>A new location for the Labyrinth has been agreed between the parties, which is within the public realm areas of the Scheme, located within the order limits for the Scheme.</p>

Ref.	Description of matter	Details of Agreement
		<p>Having examined the existing concrete pad on which the Labyrinth has been painted, the Applicant considers that the pad is not structurally strong enough to allow it to be relocated without significant risk that it will be damaged. It therefore proposes to recast a new concrete pad.</p> <p>Both parties agree that in the first instance the Applicant should approach the local artist (who painted the original Labyrinth) to determine whether they can be recommissioned to repaint the Labyrinth. The actual form of agreement between the Applicant and that local artist has not yet been agreed.</p>
12	Relocation of the mini allotment plots on north side of existing site	Both parties agree to further engagement in order to discuss the replacement location for the mini allotment plots on the north side of the existing site. A potential location could be the area immediately east of the William Adams Way Roundabout (if this is not to be used for the relocation of the orchard).
Site access during construction		
12	Access to site during construction.	<p>NWM has concerns about the impacts on access to the Mind Centre and Grounds site during construction of the Scheme.</p> <p>The Applicant can confirm that access to the Mind Centre and Grounds would be maintained throughout the construction period via Queen Anne's Road from either Southtown Road or Suffolk Road.</p>
Terraced embankment slope between William Adams Way and the Mind Centre and Grounds		
13	Terraced slope on the south side on the site.	The terraced slope would be part of a structural embankment supporting the adjacent highway (William Adams Way) and will need to be included within the highway

Ref.	Description of matter	Details of Agreement
		boundary. However, subject to design considerations, the Applicant could consider granting a licence for NWM to plant and maintain the terraced slope.
Noise and dust impacts during construction and operation		
14	Noise and dust impacts on the Mind Centre and Grounds.	<p>NWM has concerns regarding the potential for noise and dust impacts on their site during construction of the Scheme and as a result of increased traffic volumes on roads adjacent to their site (William Adams Way and the western approach road to the bridge crossing) once the Scheme is in operation.</p> <p>The Update to the Outline Code of Construction Practice (Document Reference NCC/GY3RC/EX/055, Planning Inspectorate Reference REP5-005), submitted to the Examining Authority at Deadline contains the Applicant's proposed mitigation with respect to noise and dust impacts during construction.</p>
Management of adjacent landscaping areas		
15	Potential for NWM to manage adjacent landscaping areas.	<p>Subject to further discussions both parties would like to explore the idea of NWM managing some of the adjacent public realm and landscaping areas that form part of the Scheme proposals. In addition, there may be potential for NWM to be involved in public art projects associated with the Scheme.</p> <p>Some of the issues to be considered include public liability insurance, interaction with pedestrians or traffic when undertaking work, and required standards for maintenance. However, the Applicant is happy to continue to explore ideas with NWM.</p>

Ref.	Description of matter	Details of Agreement
NWM leasing additional sites		
16	Potential for NWM to lease additional land elsewhere.	As part of on-going discussions with NWM, the Applicant has been examining potential additional sites that NWM could occupy pursuant to a lease. Discussions between the Applicant and NWM regarding potential additional sites is on-going.

5 Signatures

	[Stakeholder Name]	Norfolk County Council (the Applicant)
Signature		
Printed Name	LEE DAVE	Gavin Broad
Title	HEAD OF SERVICES - WELLBEING + GROUPS	Project Engineer
On behalf of	Norfolk & Waveney Mind	Norfolk County Council
Date	10.2.2020	10.02.2020

Appendix R – Statement of Common Ground with Hope (Borough of Great Yarmouth) at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix R: Statement of Common Ground with Hope (Borough of Great Yarmouth) at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
NPS	Norfolk Property Services, organisation delivering property maintenance and consultancy services to the Applicant
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 30th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

- 1.2.1 The aim of this SoCG between the Applicant and Hope (Borough of Great Yarmouth) (Charity Number 1096694) who own and run the Kings Centre is to provide a record of engagement between the parties, including a record of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Hope (Borough of Great Yarmouth) in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
12/01/2018	Stakeholder meeting between the Applicant and Hope (Borough of Great Yarmouth)	
17/05/2018	Letter from NPS to Hope (Borough of Great Yarmouth)	
06/8/2018 to 05/10/2018	Section 47 Pre-application Consultation	The Kings Centre– 30 Queen Anne's Road, Southtown, Great Yarmouth, NR31 0LE was used by the Applicant as a Document Deposit Location.
07/08/2018	Stakeholder meeting between the Applicant, NPS and Hope (Borough of Great Yarmouth)	Background of project provided by the Applicant, explaining DCO process, consultation, contractor procurement, Statement of Common Ground, Examination and general scheme timescales. Further explanation given by NPS on general compensation Heads of Claims, land take, injurious affection and disturbance.
11/09/2018 to 15/09/2018	Public Exhibition venue	The Kings Centre was used as a venue for one of the Section 47 Consultation Exhibitions.
12/09/2018	Public Consultation Event venue	The Kings Centre was used as a venue for one of the Section 47 Consultation Events.
27/09/2018	Public Consultation Event venue	The Kings Centre was used as a venue for one of the Section 42 Consultation Events.
07/12/2018	Pre-application Consultation Response received	Pre-application Consultation Response received from Hope (Borough of Great Yarmouth) via the on-line questionnaire.
12/12/2018	Letter from NPS to (Borough of Great Yarmouth)	

07/1/2019	Email from NPS to Hope (Borough of Great Yarmouth)	Regarding meeting on 11 January 2019.
11/02/2019 to 17/03/2019	Further Consultation on Scheme Refinements	Further Consultation undertaken by Applicant on the Scheme Refinements. This included Scheme Refinement Number 3 – the reduction to the extents of the Application Site in the area of the Kings Centre, which results in areas of land no longer being within the proposed order limits.
17/3/2019	Further Consultation response	Further Consultation response on proposed Scheme Refinements received from Hope (Borough of Great Yarmouth).
24/3/2019	Further Consultation response	Additional Further Consultation Response received from Hope (Borough of Great Yarmouth).
17/5/2019	Meeting	Meeting held between the Applicant, NPS and Hope (Borough of Great Yarmouth). The approximate location of the Application site boundaries at the Kings Centre was marked on site. Discussion around contents of the SoCG.
25/7/2019	Setting Out Site	Application site boundaries at the Kings Centre were marked on site more accurately.
22/8/2019	Meeting	Meeting held between the Applicant, NPS and Hope (Borough of Great Yarmouth) to discuss and determine the items to be included in the SoCG.
13/12/2019	NMC Consultation	Consultation letter on proposed non-material changes to the Application issued to Hope (Borough of Great Yarmouth).
14/1/2020	NMC Consultation Response	Response to the proposed Non-Material Changes Consultation received from Hope (Borough of Great Yarmouth).
30/1/2020	Meeting	Meeting held between the Applicant, NPS and Hope (Borough of Great Yarmouth) to discuss the update to the SoCG.
05/02/2020	Email	Email to update SoCG ahead of examination Deadline 6 submission.
10/02/2020	Emails	Emails to update and confirm SoCG ahead of examination Deadline 6 submission

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Hope (Borough of Great Yarmouth) are commented on further in this SOCG:

- Support for the Scheme;
- Proposals for Variable Message Signs;
- Access to the Kings Centre during construction;
- Hours of working;
- Concerns and impacts on the Kings Centre land (permanent acquisition);
- Noise attenuation;
- Air quality;
- Flood risk;
- Landscaping;
- Concerns and impacts on the Kings Centre land (temporary possession).

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SoCG have not been discussed between the parties as they have not been raised by Hope (Borough of Great Yarmouth).

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Support for the Scheme		
1.	Do you agree the Scheme is needed?	Both parties agree that the Scheme is needed. In general, Hope (Borough of Great Yarmouth) supports the Third River Crossing scheme, although it has a number of concerns as documented in this SoCG.
Proposals for Variable Message Signs		
2.	Proposals for electronic signs to manage traffic.	<p>Hope (Borough of Great Yarmouth) is concerned that when the Variable Message Signs indicate that the bridge is raised, drivers will not realise that they can still access the Kings Centre from the A47 Harfrey's Roundabout.</p> <p>The Applicant will consider how the permanent destination signing within the Order Limits can include a message that the Kings Centre would still be accessible from the A47 Harfrey's Roundabout when the bridge is raised.</p>
Access to the Kings Centre during construction		
3.	Access to the Kings Centre during construction.	<p>Hope (Borough of Great Yarmouth) requests that signage be provided to show the route to the Kings Centre during any temporary road closures associated with construction of the Scheme.</p> <p>The detailed traffic management proposals for the Scheme have not yet been developed. However, the Applicant's current intention is to provide access into Suffolk Road (either from William Adams Way or from Boundary Road) at all times during construction, with appropriate destination signing provided.</p>

Ref.	Description of matter	Details of Agreement
		Hope (Borough of Great Yarmouth) requests notice of any road closures or diversions (which would be clearly signed) so that it can make sure centre users are aware of these and that it does not lose access to the building during normal daytime or weekend working hours. The Applicant intends to undertake advanced publicity for road closures during construction, which will include notifying key stakeholders such as the Kings Centre.
Hours of working		
4.	Working over night	<p>Hope (Borough of Great Yarmouth) notes that its facilities are a 7 day a week venue and Sundays are also a busy day for it, as a church. It asks if works could be carried out around its venue overnight.</p> <p>The Applicant notes that, although some limited 24-hour construction work will be required in exceptional circumstances, the proposed core working hours, as detailed by Table 2.3 of the Environmental Statement (Document Reference 6.1, Planning Inspectorate Reference APP-096), are:</p> <ul style="list-style-type: none"> • Weekdays (Monday to Friday) - 7am to 7pm; • Saturdays - 7am to 1pm; • Sundays and bank holidays – no working.
Concerns and impacts on the Kings Centre land (permanent acquisition);		
5.	Extent of permanent land acquisition to the south of the Kings	<p>Hope (Borough of Great Yarmouth) was concerned that the permanent acquisition boundary to the south of the Kings Centre building presented for consultation would restrict fire escape access to the front grassed area. As a result, the extent of the Application Site in the area of the Kings Centre was reduced, which resulted in areas of land no longer being within the order limits (Proposed Scheme Refinement No 3 detailed in the Consultation Report (Document Reference 5.1, Planning Inspectorate Reference APP-025)).</p>

Ref.	Description of matter	Details of Agreement
	Centre building.	<p>Hope (Borough of Great Yarmouth) requested that the revised boundary in this area be set out more accurately on site so that it could assess the impact of the Scheme. This was undertaken on 25 July 2019.</p> <p>Subsequently, Hope (Borough of Great Yarmouth) has requested that the feasibility of extending the permanent boundary further south be investigated to reduce the impact of the pinch point between the permanent scheme boundary and the southern corner of the Kings Centre building. The Applicant has made changes to the Application Site to provide space between the south side of the building and the construction boundary, having had regard to pre-application consultation responses and stakeholder discussions.</p> <p>In developing the detailed design of the Scheme, including the surface water drainage and landscaping proposals which are proposed to be located between William Adams Way and the Kings Centre, the Applicant will consider whether the proposed permanent boundary can be moved any further south.</p>
Noise attenuation		
6.	Noise attenuation both during construction and once in operation.	<p>Hope (Borough of Great Yarmouth) has concerns about noise impacts both during construction and as a result of increased traffic on William Adams Way once the Scheme is in operation.</p> <p>It requests that adequate measures are put in place during construction and once the Scheme is in operation to reduce the impact of noise. Hope (Borough of Great Yarmouth) requests a noise attenuation fence along its southern permanent boundary with the Scheme.</p> <p>The Applicant can agree in principle to the provision of a noise attenuation fence along the southern boundary of the land adjacent to the Kings Centre. The exact location of this fence will be determined through further discussion with Hope (Borough of Great Yarmouth) as the detailed design of the Scheme is progressed.</p>

Ref.	Description of matter	Details of Agreement
Air quality		
7.	Air quality both during construction and once in operation.	<p>Hope (Borough of Great Yarmouth) has concerns about air quality impacts both during construction and as a result of increased traffic on William Adams Way once the Scheme is in operation.</p> <p>It also requests that measures are put in place to ensure the building and garden area (of the Kings Centre) are not adversely affected by construction dirt, grime and damage. Hope (Borough of Great Yarmouth) asks whether changes to the kitchen's air intake system can be made to improve the filtration of the air coming into this room.</p> <p>The Applicant has examined the filtration systems in the kitchen of the Kings Centre and agrees to examine the feasibility and implications of it providing a new air intake system.</p>
Flood Risk		
8.	Flood Risk.	<p>Hope (Borough of Great Yarmouth) seeks assurances that the changes being made as a result of the Scheme will not impact the risk of flooding on its land and that adequate new drainage will be built into the Scheme.</p> <p>The Applicant has assessed the changes to flood risk as a result of its Scheme in its Flood Risk Assessment (Appendix 12B to the Environmental Statement – Planning Inspectorate's Document Reference APP-135) ('FRA'). The FRA concludes that the risk of surface water flooding as a result of the Scheme will be negligible, taking into account the measures secured in the Drainage Strategy. The Applicant's proposed surface water system will be designed in detail in accordance with the Drainage Strategy to ensure that run off rates will be no worse than current circumstances and where possible will provide an overall improvement. Attenuation storage will also be included within the drainage design. In addition, the Environment Agency is carrying out flood defence improvement works in Great</p>

Ref.	Description of matter	Details of Agreement
		<p>Yarmouth. The Applicant is engaging with the Environment Agency to ensure that the Scheme does not conflict with the flood defence proposals.</p> <p>The Applicant is required to produce written details of the proposed surface water drainage system and, following consultation with Great Yarmouth Borough Council, the lead local flood authority, Anglian Water (in respect of its sewerage undertaker functions) and the Internal Drainage Board, submit these details to the County Planning Authority for approval. No part of the Scheme is authorised to commence until the surface water drainage system for that part has been approved. In addition, Requirement 11 (surface water drainage) of the draft DCO will include (in Revision 4 of the draft DCO, being submitted at Deadline 6 of the examination (11 February 2020)) a requirement for measures to manage flood risk to be included in the surface water drainage system.</p>
Landscaping		
9.	Incorporating the landscaped area north of William Adams Way into the Kings Centre site.	<p>Hope (Borough of Great Yarmouth) and the Applicant are discussing whether it is possible for the landscaped area north of William Adams Way to be incorporated into the Kings Centre site rather than it being highway. This would allow the boundary fencing to be placed closer to William Adams Way.</p> <p>The Applicant can confirm that it will be considering the landscaping proposals as part of the detailed design of the Scheme and will continue to engage with Hope (Borough of Great Yarmouth) regarding this matter as this work progresses.</p>

5 Matters Not Agreed

Table 5.1: Matters Not Agreed

Ref.	Description of matter	Details of Agreement
Concerns and impacts on the Kings Centre land (temporary possession)		
1.	Extent of temporary land acquisition to the east side of the Kings Centre building.	<p>Hope (Borough of Great Yarmouth) was concerned that the proposed temporary possession of land lying to the east of the Kings Centre building (as indicated in the pre-application consultation on the Scheme), would have an impact on its amenities. It notes that this area is used for events in the summer months and also provides the frontage to the café and conference rooms.</p> <p>As a result, the extent of the Application Site in the area of the Kings Centre was reduced, which results in areas of land previously earmarked for temporary possession no longer being within the order limits (Proposed Scheme Refinement No 3 detailed in the Consultation Report (Document Reference 5.1, Planning Inspectorate Reference APP-025)).</p> <p>However, Hope (Borough of Great Yarmouth) is concerned that, whilst the refinements to the Scheme, made as a result of the pre-application consultations, have reduced the extent of proposed temporary possession, the revised area of proposed temporary possession will still have significant impact on regular community use of the Kings Centre. Hope (Borough of Great Yarmouth) is concerned that this could lead to a potential loss of revenue from the café and from renting out the conference facilities, as well as community activities being curtailed.</p> <p>The Applicant is continuing to explore the potential for a reduction in the extent of the proposed temporary possession with its contractor. However, the Applicant and Hope (Borough of Great Yarmouth) have been unable to reach agreement on this issue, as the contractor has not yet met with Hope (Borough of Great Yarmouth) to discuss their proposal for reduced temporary possession.</p>

Ref.	Description of matter	Details of Agreement
		The Applicant agrees to arrange a meetings between its contractor and Hope (Borough of Great Yarmouth) explore this issue further.

6 Signatures

	[Stakeholder Name]	Norfolk County Council (the Applicant)
Signature	The Applicant has received confirmation from the relevant party that its contents are agreed.	The Applicant has received confirmation from the relevant party that its contents are agreed.
Printed Name	Julia Miller	Gavin Broad
Title	Chair of Trustees	Project Engineer
On behalf of	Hope (Borough of Great Yarmouth)	Norfolk County Council
Date	10/02/2020	10/02/2020

Appendix S – Statement of Common Ground with Alicat Workboats Ltd at Deadline 3

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/034 Appendix S: Statement of Common Ground with Alicat Workboats Limited at Deadline 3

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

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Date: 28 November 2019

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Glossary of Abbreviations and Defined Terms

Alicat	Alicat Workboats Limited
DCO	Development Consent Order
GYPA	Great Yarmouth Port Authority
GYPC	Great Yarmouth Port Company
GYTRC	Great Yarmouth Third River Crossing
MEICA	Mechanical, Electrical, Instrumentation, Control and Automation
NPLaw	NPLaw is a public sector shared legal service which provides legal services to local authorities, including Norfolk County Council
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 ('the Planning Act 2008') for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted on 29th April 2019 and accepted on 28th May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

- 1.2.1 The aim of this SoCG between the Applicant and Alicat Workboats Limited (Alicat) is to provide a record of engagement between the parties, including of the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters are still under discussion.
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Alicat in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
11 July 2018	The Applicant/WSP Attendance at Port Users Association working group meeting (Mark Kemp, Duncan Cole, Stephen Horne).	Concerns for the future of the Port raised by Alicat over impacts of the Third River Crossing. Concerns raised about business continuity for Alicat during construction.
10 August 2018	The Applicant/WSP Attendance at Port Users Association working group meeting (Mark Kemp, Duncan Cole, Stephen Horne)	Development Consent Order Application process and timescales explained by Applicant, including proposed compulsory acquisition of affected land. Alicat voiced concerns over possible loss of business income as a consequence of the construction.
07 September 2018	The Applicant/WSP Attendance at Port Users Association working group meeting (Mark Kemp, Duncan Cole, Stephen Horne)	NPLaw position on compensation explained by Applicant
01 October 2018	Alicat online response to Statutory Consultation (Response ID : ANON-BCKF-7CSV-S)	Responses covering:- Proposals for walking and cycling routes; Proposals for electronic signs to manage traffic; Construction noise; Need for the scheme; Opening section of the bridge; Traffic reduction; Congestion; Impact on marine life; Environmental impacts; Other comments about the scheme proposals.
05 October 2018	The Applicant/WSP Attendance at Port	Concerns voiced by Alicat over

	Users Association working group meeting (Mark Kemp, Duncan Cole, Stephen Horne)	i) incurring costs to take legal advice over temporary river closures during construction; ii) depreciation of land value once the Third River Crossing project is completed; iii) concerns for future growth in the Port area as result of the Third River Crossing.
02 November 2018	The Applicant's attendance at Port Users Association working group meeting (Duncan Cole)	Discussion held between Alicat and Great Yarmouth Port Users Association secretary for cost sharing towards legal advice/representation.
05 December 2018	The Applicant's attendance at Port Users Association working group meeting (Duncan Cole)	Discussions held around the Port Users Association SoCG.
27 June 2019, 04 July 2019, 10 July 2019	Email and telephone calls from Applicant to Alicat	Applicant Attempting to make contact with Alicat.
10 July 2019	Email from Alicat to Applicant	Acknowledgement of Applicant's emails and acceptance of suggestion for update meeting.
09 August 2019	Meeting between Alicat, Applicant and Contractor	Update given by the Applicant on progress of the project including DCO application and anticipated timescale; Presentation given by the Contractor including visualisations outlining the construction activities and programme. Alicat voiced concerns over possible loss of business income as a consequence of the temporary river closures during construction.
16 October 2019	Email to Alicat for SoCG.	Draft (Deadline 2) SoCG submitted to Alicat by Applicant for review and approval.
17 October 2019	Email from Alicat to Applicant	Alicat signed version of Statement of Common Ground submitted back to Applicant ahead of Deadline 2.
22 October 2019	Statement of Common Ground	Applicant submitted signed draft SoCG to Examining Authority.
07 November 2019	Email to Alicat for SoCG.	Applicant submitting signed version of Deadline 2 SoCG to Alicat
15 November 2019	Email from Alicat to Applicant	Confirmation from Alicat that "matters under discussion" relating to Operational Concerns will not be agreed between parties.

SoCG updated to move item from Table 5.1 to Table 6.1 to reflect this point.

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Alicat are commented on further in this SoCG:

- Commercial matters
- Operational concerns
- Statutory Pre-application Consultation responses

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SoCG have not been discussed between the parties as they have not been raised by Alicat.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Bridge toll charges for users.		
1	Norfolk County Council's stage 1 consultation report (2009) makes reference to a toll for bridge users.	There will be no toll for port & traffic users in relation to the new bridge.

5 Matters under Discussion

Table 5.1: Matters under Discussion

Ref.	Description of matter	Current Position
1		No Matters under Discussion

6 Matters Not Agreed

Table 6.1: Matters Not Agreed

Ref.	Description of matter	Details of Matter not Agreed
Commercial matters		
1	Alicat has concerns over potential loss of business and loss of commercial earnings resulting from temporary closures of the river during construction and future operations including breakdowns.	<p>The Environmental Statement (Document Reference 6.1, Planning Inspectorate Reference APP-096) includes an assessment of the impact of the river closures and navigational restrictions necessary for the construction of the Scheme. The Environmental Statement assessed the effects of these, based on 2 to 4 weeks of closures, as moderate adverse.</p> <p>Following discussions with contractors and the Great Yarmouth Port Company ('GYPC'), construction closures of the channel have been reduced to 3 closures, not exceeding 3 days each (see article 23(3) of the draft DCO (Document Reference 3.1, Planning Inspectorate Reference APP-020)). The Protective Provisions agreed with GYPC Great Yarmouth Port Association ('GYPA') as statutory Harbour Authority and incorporated into the draft DCO place duration and number limits along with notification timeframes on these closures so as to minimise disruption and allow for forward planning where closures are unavoidable. Subject to the Applicant receiving a confirmed DCO, the contractor's current programme envisages the Great Yarmouth Third River Crossing ('GYTRC') construction commencing in October 2020, with these two temporary river closure possessions scheduled for April 2022 and July 2022 respectively.</p> <p>The temporary river possessions will be subject to detailed planning with advance notice being given and advertised. These dates would be regularly reviewed against i) construction progress and ii) unforeseen adverse weather conditions. Contingency for third temporary river closure possession of 72 hours would be required in the event that either of the two planned river closures did not occur due to unforeseen circumstances.</p>

In terms of compensation, the Applicant's position is as set out below.

Where statutory powers conferred on the Council are exercised, compensation is only payable by the Council where the relevant legislation makes provision for it.

The governing legislation for the GYTRC is the Planning Act 2008 and the available heads of claim for compensation, where land is not actually being acquired, are those set out at section 44(6) of the Act. None of them would be engaged here:-

(a) a claim under section 10 of the Compulsory Purchase Act 1965 (compensation where satisfaction not made for the taking, or injurious affection, of land subject to compulsory purchase).

This head of claim would not be available to Alicat because Norfolk County Council does not propose to acquire compulsorily land owned by Alicat.;

(b) a claim under Part 1 of the Land Compensation Act 1973 (compensation for depreciation of land value by physical factors caused by use of public works).

The temporary closures would be during construction only and would likely not cause depreciation of land value by physical factors; and

(c) a claim under section 152(3) of the Planning Act 2008 (compensation payable in respect of activities constituting a statutory nuisance).

If the Scheme was being delivered pursuant to authorisation provided by a grant of development consent, a temporary river closure would not be deemed a statutory nuisance.

Operational concerns

2

Alicat is concerned that the river would remain out of use if the bridge lifting failed.

Operation

The potential of the bridge to fail in operation due to a Mechanical, Electrical, Instrumentation, Control and Automation ('MEICA') fault has been considered in the performance specification of the design of the bridge. In the event of a MEICA failure there are "back up systems" and redundancy to enable the bridge to maintain operation. In the event of an operational failure, it is intended that the bridge deck would be moved to the raised position to reduce hindrance to marine vessels until such time as the fault was repaired.

The bridge is designed to operate in three basic modes:

- Automatic mode;
- Manual mode – step-by-step control by an operator;
- Manual maintenance mode – step-by-step control by trained maintenance operator with protective sequence interlocks.

The bridge is also designed for an emergency operation mode for application when the operator considers an emergency has arisen under the Standard Operating Procedures. When this emergency operation mode is activated, the bridge and its mechanisms would stop in a controlled manner under the actions of the hydraulic system. Manual emergency operation would be subsequently required to return the bridge to the closed position.

Once the bridge was in the closed position, either as a result of any emergency stop or other fault conditions during operation, procedures "back-up systems" mentioned above would allow the bridge to operate under supply fault conditions as follows:

- Standby power facilities diesel generator sets would be permanently installed in the east and west bascule piers. In the event of a main power failure during bridge operations, the standby generator sets would start automatically. In

addition, a portable generator connection facility would provide an alternative emergency standby power supply in the event of a mains power failure and standby generator failure.

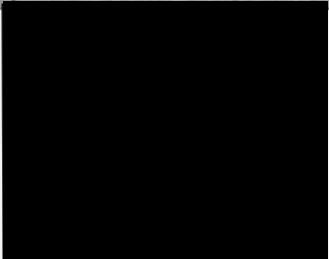

- Multiple hydraulic pumps such that the bridge can be opened in the event a pump fails or is removed to be serviced.
- Multiple hydraulic cylinders such that the bridge can be operated in the event a cylinder fails or is removed to be serviced.
- Operation of the bridge under reduced number of actuators – under the accidental condition of the failure of one actuator, it will be possible to move the bridge to the open or closed position as deemed necessary.

Schedule 14 to the draft DCO includes a provision, at paragraph 70, which states that on a failure to operate, the bridge is to be kept (so far as practicable) in the raised position so as to allow vessel passage. The bridge has been designed with tail locks which allow the bridge to be secured to the bascule abutment in the open (to navigational traffic) position without the need for the operating machinery.

The potential for operational failure of the bridge has been considered and target downtime and rectification periods have been included in the specifications.

Provision for primacy of navigation is included in the draft DCO and the Scheme of Operation (DCO Schedule 10) includes on demand operations for all commercial vessels, the objective being to minimise disruption to vessel passages.

7 Signatures

	Alicat Workboats Limited	Norfolk County Council (the Applicant)
Signature		
Printed Name	Simon Coote	Gavin Broad
Title	General Manager	Project Engineer
On behalf of	Alicat Workboats Limited	Norfolk County Council
Date	27 th Nov 2019	27/11/2019

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Appendix T – Statement of Common Ground with Goodchild Marine Services at Deadline 6

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Great Yarmouth Third River Crossing Order 202[*]

Document NCC/GY3RC/EX/067 Appendix T: Statement of Common Ground with Goodchild Marine Services at Deadline 6

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: NCC/GY3RC/EX/067

Date: 11 February 2020

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Glossary of Abbreviations and Defined Terms

The Applicant	Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme)
DCO	Development Consent Order
NPS	Norfolk Property Services, organisation delivering property maintenance and consultancy services to the sole shareholder Norfolk County Council
The Planning Act	The Planning Act 2008
Scheme	The Great Yarmouth Third River Crossing project for which the Applicant seeks development consent
SoCG	Statement of Common Ground
SoS	Secretary of State

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in relation to the application by Norfolk County Council ('the Applicant') of an order granting development consent ('DCO') under the Planning Act 2008 for the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth, Norfolk ('the Scheme').
- 1.1.2 The application was submitted by the Applicant on 30 April 2019 and accepted on 28 May 2019 by the Planning Inspectorate on behalf of the Secretary of State.

1.2 Aim of this document

- 1.2.1 The aim of this SoCG, between the Applicant and Goodchild Marine, is to provide a record of engagement between the parties, including the issues discussed between the parties and the current status of those discussions.

1.3 Terminology

1.3.1 In this SoCG:

- Where a table is entitled 'Matters Agreed', this signifies matters that have been stated as agreed between the parties;
- Where a table is entitled 'Matters under Discussion', this signifies matters still under discussion;
- Where a table is entitled 'Matters not Agreed', this specifies that both parties are confident that no agreement can be reached.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that have taken place between the Applicant and Goodchild Marine in relation to the Scheme is outlined in Table 2.1.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics / Outcomes (if any)
26/6/2018	Email	Correspondence from Goodchild Marine regarding the Scheme and issues with Breydon and Haven Bridges.
28/7/2018	Email	The Applicant responded to Goodchild Marine's correspondence of 26/6/2018
1/10/2019	Email	Confirmation from Goodchild Marine that a pre-application consultation response had been provided by the on-line questionnaire
25/6/2019	Letter	The Applicant wrote to Goodchild Marine to provide a copy of the Section 56 notification
9/7/2019	Letter	Goodchild Marine wrote to the Applicant providing comments on the DCO application
16/7/19	Email	The Applicant emailed Goodchild Marine to check that it was registering as an interested party and that the comments made in the 9/7/2019 letter were being sent to the Planning Inspectorate as a Relevant Representation
22/10/2019	Email	Goodchild Marine forwarded a copy of a letter it had sent to the Examining Authority
29/10/2019	Email	Goodchild Marine asked the Applicant to provide details of who they should contact regarding the development of a SoCG
1/11/2019	Email	The Applicant replied to Goodchild Marine's correspondence of 29/10/2019 and provided a draft SoCG template
5/11/2019	Email	Goodchild Marine provided a list of initial matters to be covered by a SoCG

8/11/2019	Email	The Applicant provided an initial draft SoCG and asked if there were any further matters to be added
12/11/2019	Email	Goodchild Marine provided further matters to be included in a SoCG
27/11/2019	Email	The Applicant sent Goodchild Marine a draft SoCG
8/1/2020	Meeting	Meeting between the Applicant and Goodchild Marine to further develop SoCG
14/01/2020	Email	Email from the Applicant to Goodchild Marine regarding submission of SoCG at Deadline 6
29/01/2020	Email	Email from the Applicant to Goodchild Marine regarding submission of SoCG at Deadline 6
07/02/2020	Email	Email from Goodchild Marine to the Applicant regarding submission of SoCG at Deadline 6
10/02/2020	Email	Email from the Applicant to Goodchild Marine regarding submission of SoCG at Deadline 6

3 Summary of Topics Covered by the Statement of Common Ground

3.1 Covered in the Statement of Common Ground

3.1.1 The following topics discussed between the Applicant and Goodchild Marine are commented on further in this SOCG:

- Bridge scheme of operation;
- Bridge reliability;
- Flood risk;
- Information provided to marine vessels and road users;
- Waiting berths;
- Commercial matters;
- Questions raised.

3.2 Not Covered in the Statement of Common Ground

3.2.1 For the avoidance of doubt, matters not covered in this SOCG have not been discussed between the parties as they have not been raised by Goodchild Marine.

4 Matters Agreed

Table 4.1: Matters Agreed

Ref.	Description of matter	Details of Agreement
Definition of a commercial vessel		
1	Clarification	<p>Goodchild Marine note the proposed bridge will open on demand for commercial vessels but seeks clarification on the distinction on whether the movement of its vessels would be deemed commercial or recreational vessel movements.</p> <p>The Applicant can confirm that it is developing wording for inclusion in the draft DCO to clarify the distinction between commercial and recreational vessel movements for the purposes of bridge opening procedures. In addition, the Applicant can also confirm to Goodchild Marine that the following would be considered as a commercial vessel movement:</p> <ul style="list-style-type: none"> Any vessel movement where the vessel is displaying Goodchild Marine trade plates; and Any vessel movement being piloted by Goodchild Marine employees for the purpose of a commercial activity being carried out by or on behalf of Goodchild Marine.
Bridge scheme of operation		
2	Co-ordination of bridge lifts	<p>Goodchild Marine comment that the lack of co-operation between Breydon Bridge and Haven Bridge has been challenging over previous years. It has started to see a co-ordinated approach between the relevant parties (Norfolk County Council, Highways</p>

Ref.	Description of matter	Details of Agreement
		<p>England and Peel Ports) and themselves. However, co-ordination of all three bridges is a concern.</p> <p>It requests the opening of all three bridges (Breydon Bridge, Haven Bridge and the Third River Crossing) be co-ordinated to allow a single passage of a vessel through these bridges.</p> <p>The Applicant notes that because of the need for visual safety assessment during bridge operations it is not considered optimal to control bridge operations from remote locations, therefore each bridge will retain its own operating procedure and point of control location.</p> <p>The Applicant can confirm that it will work with Great Yarmouth Port Company, who operate Breydon and Haven Bridges (on behalf of Highways England and Norfolk County Council), to coordinate, where this is feasible, the opening regimes of the three bridges – the parties are currently considering the potential for a single notification procedure covering a vessel's request for lifts of all three bridges (see below).</p>
3	Bridge lift bookings	<p>Goodchild Marine see a need to have all three bridges controlled by one point of contact with various systems of booking being available. These are:</p> <ul style="list-style-type: none"> • Portal on line system; • Telephone; • VHF (which is currently manned at Liverpool needs to be manned in Great Yarmouth). <p>The Applicant can confirm that along with Very High Frequency ('VHF') equipment, for the use of bridge control, facilities for e-mail, web and telephone communications are also to be provided within the control tower.</p> <p>The Applicant has discussed the principle for notifications for bridge openings for all three bridges to be made via the Third River Crossing contact process with GYPC as operator</p>

Ref.	Description of matter	Details of Agreement
		of the existing two bridges. If GYPC are in agreement this would mean the requisite sub-notices will be taken care of by the operator of the Third River Crossing and a vessel would only need to make one application to have any number of bridges opened for an individual passage.
Information provided to road users		
4	Forward Information to road users for bridge lifting	<p>Goodchild Marine suggests that road traffic could be well managed if the LED notices on all the highways on entering Great Yarmouth showed what time each of the three bridges will open during the day so that traffic can divert to another route.</p> <p>The Applicant can confirm that Variable Message Signage ('VMS') are included within the Scheme to inform road users about bridge openings. The exact detail of the wording for these signs has yet to be determined.</p>
Impacts during construction		
5	Construction river closures	<p>Goodchild Marine comment that when construction is underway there will have to be a period of time or multiple times where navigation will have to be closed as the bridge deck is put in place. It asks how this can be mitigated to reduce potential river closures.</p> <p>Goodchild Marine comment that they would have no option but to leave Broads Authority and Peel Port Area if the construction causes untenable disruption and access problems to the sea.</p> <p>During the construction phase, the river will be closed to navigation (i.e. temporary suspension of navigation) on no more than 3 occasions, with the period of closure on each occasion being no longer than 72 hours (as secured through article 23(3) of the Applicant's Revised draft DCO (Document Reference NCC/GY3RC/EX/048, Planning</p>

Ref.	Description of matter	Details of Agreement
		<p>Inspectorate Reference REP4-005)). The Applicant would provide at least 21 days' notice of these closures (as secured through article 23(9) and (12)). This can only occur following consultation with GYPA (article 23(2)). The GYPA must also publish a notice to mariners following consultation required under article 23(2). A Port and Community Liaison officer will be appointed by the Applicant for the duration of the construction period and marine working group is also proposed.</p> <p>The Applicant comments that the consultation and notice requirements are intended to minimise disruption to neighbouring businesses and river users.</p>
Bridge reliability		
6	Flooding of the ballast chambers	<p>Goodchild Marine ask whether flooding in the ballast chambers will cause the bridge to be taken out of service?</p> <p>The detailed design of the bridge is still being developed, but at this stage the intention is that the level of openings into the bascule chambers will be above the present-day flood levels reported in ES Appendix 12B Flood Risk Assessment (Document Reference 6.2, Planning Inspectorate Reference APP-135) including the 0.1% annual exceedance probability (AEP) event. It can also be confirmed that the bascule pier chamber will be designed to include a sump pit, with a pump installed for draining the sump.</p>
Waiting berths		
7	Large vessel waiting facility	<p>Goodchild Marine ask where large vessels would moor incoming from sea waiting for the bridge?</p> <p>The Applicant notes that in the Update to preliminary Navigational Risk Assessment (pNRA) submitted at Deadline 2 (Document Reference NCC/GY3RC/EX/029, Planning</p>

Ref.	Description of matter	Details of Agreement
		<p>Inspectorate Reference REP2-015), paragraphs 3.2.5 – 3.2.10 refers to the Navigation Risk Assessment workshop that took place on 19 September 2019. This followed the supplementary vessel simulation modelling undertaken by HR Wallingford (HRW report contained within Appendix E of the updated pNRA). The need for a large vessel waiting facility was discussed at the workshop and it was agreed that there are operational methods that would remove the need for this from a pure safety perspective.</p> <p>The Applicant believes that the navigational risks associated with potential bridge failures for this type of facility could be adequately managed by other operational methods as stated at paragraph 7.3.5 of the pNRA. In practice these operational methods, should the bridge fail to open, would be:</p> <ul style="list-style-type: none"> i. The smaller and more manoeuvrable commercial vessels would be able to either return to sea, proceed to an alternative berth (in consultation with GYPA) or hold station in the river; ii. For the larger commercial vessels an alternative emergency berth could be prearranged with GYPA prior to the vessel entering the river as part of the pilotage plan for the vessel's passage; iii. If no emergency berth or other safe alternative is available, the bridge would be opened before the vessel enters the port. Opening the bridge before a vessel enters the port would prevent a scenario arising in which a vessel had entered the port but was unable to reach its end destination due to a failure of the bridge to open. By opening the bridge in advance, any operational failure would become known whilst the vessel still had the opportunity to remain at sea. <p>Recreational vessels would use the vessel waiting facilities being constructed as part of the Scheme.</p> <p>With regard to (ii) above, the Examining Authority, in its 2nd Written Questions, has asked whether it is known roughly what percentage of the time all berths on the approach to the</p>

Ref.	Description of matter	Details of Agreement
		<p>bridge location would be occupied? The Applicant has responded to this question in its document "Applicant's Responses to Second Written Questions" (Document Reference: NCC/GY3RC/EX/052, Planning Inspectorates Reference REP5-002) submitted at Deadline 5 (14 January 2020).</p> <p>The Applicant believes that the likelihood and frequency of the occurrence of bridge opening failure must be balanced against the costs associated with the provision and maintenance of a permanent dedicated emergency waiting facility for large vessels. With the above operational procedure in place the Applicant does not consider there is a need for such a facility.</p>
Questions raised		
8	Air draft of bridge	<p>Goodchild Marine ask for confirmation of the air draft clearance and safety margin at Highest Predicted Astronomical Tides.</p> <p>The Applicant can confirm that a minimum of 4.5m clearance above Mean High Water Spring Level (MHWSL) will be provided to the underside of the double leaf bascule bridge when lowered.</p>
9	Pilotage costs	<p>Goodchild Marine question who will pay the pilotage costs relating to ships entering the River, and whether the Pilots have been asked for their opinions on the bringing in of vessels. It also asks whether there be a towage assistance if the tide is fierce?</p> <p>The GYPC and Port Pilots have been involved in the undertaking of vessel navigation simulations and preparation of the pNRA for the Scheme. As a result of these it has been confirmed that there are no requirements to alter the current compulsory pilotage regime operating in the Port of Great Yarmouth, as such pilotage requirements applicable to individual vessel movements will remain unchanged.</p>

Ref.	Description of matter	Details of Agreement
		Towage requirements are typically determined on a case by case basis by the Port and Pilots; there is no indication that the requirements for towage will be significantly increased by the construction of the Scheme.
10	Bridge span	<p>Goodchild Marine ask what is the span at the narrowest part with both leaves fully open as modern ships often have greater beam on topsides to accommodate helipads etc.?</p> <p>The Applicant can confirm that the navigable width of the bridge is 50m between the uncompressed fender faces. The proposed bascule bridge will raise such that the full width of the navigable channel between the faces of the fendering system can be used, with an unlimited air draught between these when the bridge is raised. The Applicant can provide Goodchild Marine with a cross sectional clearance envelope beyond the 50m navigable width, based upon the anticipated design, if required</p>
Waiting berths		
11	Waiting berths at the bridge	<p>Goodchild Marine welcomes that waiting pontoons are being provided adjacent to the new bridge. However, it is concerned that these are close to the bridge and on the outside of a natural bend in the river. It considers that any large vessel that is transiting the open bridge is likely to drift outboard on a bend and could collide with vessels waiting at the pontoons. It suggests the waiting pontoons should be positioned on the east side of the river.</p> <p>The requirement for small vessel waiting facilities is acknowledged by the Applicant and facilities are included within the Scheme on the west bank of the river both landward and seaward of the bridge. The provision of pontoons on the east bank is not considered practical due to the commercial nature of the quays present.</p>

Ref.	Description of matter	Details of Agreement
		<p>From the Vessel Simulations and through the subsequent Navigational Risk Assessment ('NRA') process (as reported in the Update to Preliminary Navigation Risk Assessment ('pNRA') (Document Reference NCC/GY3RC/EX/029, Planning Inspectorate Reference REP2-015)) it has not been shown that waiting pontoons on the east bank would be safer than on the west bank. During the vessel simulations more vessel passages occurred favouring the inside of the bend (i.e. the east side) rather than the outside (i.e. the west side), therefore it follows that pontoons on the east bank would put any occupant closer to passing vessels than pontoons on the west side would. Additional operational mitigations have been recommended in the Update to Preliminary Navigation Risk Assessment (Document Reference NCC/GY3RC/EX/029, Planning Inspectorate Reference REP2-015) which would require any vessels on the waiting pontoons to undertake their transit in advance of a large vessel passage.</p> <p>The Applicant arranged a HAZID workshop on 21 January 2020 which will include the Statutory Harbour Authority and representatives of both commercial and recreational port users to further refine the pNRA. The Applicant can confirm that Goodchild Marine, attended this workshop.</p>

6 Matters Not Agreed

Table 6.1: Matters Not Agreed

Ref.	Description of matter	Details of Matter not Agreed
Sedimentation		
1	Additional siltation and dredging requirement	<p>Goodchild Marine is concerned that the change of flow as a result of the main river narrowing will cause siltation to occur in different quantities. If the Scheme changes this to such a point that the MMO licence they hold is insufficient to dispose of increased volumes, they would seek support in gaining approval from the MMO for such increases. Having this assurance before the new bridge is constructed is critical to their operation.</p> <p>The Applicant can confirm that a sediment transport assessment has been undertaken and is included within the ES Appendix 11C (Document Reference 6.2, Planning Inspectorate Reference APP-130). This indicates that there will be no significant effect on either flow or sediment movements north of the Haven Bridge. As a result, the Applicant does not believe that any changes to existing dredging regimes in this location will be required.</p>
Commercial matters		
2	Compensation for bridge failure	<p>Goodchild Marine has concerns over the potential loss of business and loss of commercial earnings resulting from bridge failures and comments that it should be paid compensation if the bridge fails.</p> <p>In terms of compensation, the Applicant's position is as set out below.</p> <p>The fundamental starting point in law is that no one is entitled to an unchanging external environment; however, in law, where the use and enjoyment of land are unduly interfered</p>

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		<p>with, this is termed 'nuisance'; the law of nuisance regulates behaviours which may affect the use and enjoyment of land. The law of nuisance provides a defence for temporary disruption to land or property due to construction activity, provided that such activity is legally permitted and provided that reasonable care is taken to minimise the disruption arising from that activity (e.g. by providing notice of works, managing works to minimise their effects, etc).</p> <p>The statutory compensation code operates within this legal framework – i.e. those bodies exercising statutory powers are not expected to compensate other parties in relation to activities which would not be a nuisance in law. Where land is not being acquired from a claimant, the acquiring authority's compensation liabilities are restricted to compensation for injurious affection to adjacent land (i.e. land adjacent to land which is being acquired) and compensation for the use (but not for the construction) of public works, where those works cause depreciation in the value of retained land; there is no liability for general disruption during construction, where that is carried out with reasonable care.</p> <p>In delivering the Scheme, the Applicant would be exercising statutory powers conferred on it, and in that context compensation is only payable where the relevant legislation makes provision for it. The governing legislation for the Scheme is the Planning Act 2008 and the available heads of claim for compensation, where land is not actually being acquired, are those set out at section 44(6) of the Act, which are as follows:</p> <p>(a) a claim under section 10 of the Compulsory Purchase Act 1965 (compensation where satisfaction not made for the taking, or injurious affection, of land subject to compulsory purchase). This head of claim would not be available to Goodchild Marine because the Applicant does not propose to acquire compulsorily land owned by Goodchild Marine;</p> <p>(b) a claim under Part 1 of the Land Compensation Act 1973 (compensation for depreciation of land value by physical factors caused by use of public works). The temporary closures would be during construction only and once the bridge was</p>

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		<p>operational, a failure to open would likely not cause depreciation of land value by physical factors relevant to a Part 1 claim; and</p> <p>(c) a claim under section 152(3) of the Planning Act 2008 (compensation payable in respect of activities constituting a statutory nuisance). If the Scheme was being delivered pursuant to authorisation provided by a grant of development consent, a temporary river closure would not be deemed a statutory nuisance.</p> <p>It therefore follows that none of the above heads of claim would be engaged here, and as such, compensation would not be payable.</p>
Bridge reliability		
3	Maintenance of bridge	<p>Goodchild Marine comments that the reliability and the speed that repairs are actioned when the Breydon Bridge and Haven Bridge fail in Great Yarmouth, causes access to the sea to become untenable and has resulted in it facing financial losses. It requests that the Third River Crossing needs to have full and complete maintenance and operational systems (with spares being held) in place.</p> <p>Schedule 14 to the draft DCO includes a provision, at paragraph 70, which states that on a failure to operate, the bridge is to be kept (so far as practicable) in the raised position, so as to allow vessel passage. The bridge has been designed with tail locks which allow the bridge to be secured to the bascule abutment in the open (to navigational traffic) position.</p> <p>In its response to Written Representations at Deadlines 2 and 4 of the examination (Document Reference: NCC/GY3RC/EX/016, Planning Inspectorate Reference: REP2-002; and Document Reference: NCC/GY3RC/EX/045 and Planning Inspectorate Reference REP4-002) the Applicant outlined the general considerations incorporated into</p>

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		<p>the bridge design with regard to a Mechanical, Electrical, Instrumentation, Control and Automation (MEICA) failure. In its responses the Applicant stated:</p> <p><i>“The potential of the bridge to fail in operation due to a Mechanical, Electrical, Instrumentation, Control and Automation (MEICA) fault has been considered in the development of the design of the bridge. In the event of a MEICA failure, there are “backup systems” and redundancy to enable the bridge to maintain operation. The bridge is designed to operate in three basic modes:</i></p> <ul style="list-style-type: none"> <i>• Automatic mode;</i> <i>• Manual mode – step-by-step control by an operator;</i> <i>• Manual maintenance mode – step-by-step control by trained maintenance operator with protective sequence interlocks.</i> <p><i>The bridge is also designed to include an emergency operation mode, for application when the operator considers an emergency has arisen under the Standard Operating Procedures. When this emergency operation mode is activated, the bridge and its mechanisms will stop in a controlled manner under the actions of the hydraulic system. Manual emergency operation will be subsequently allowed to return the bridge to the closed position.</i></p> <p><i>Once the bridge is in the closed position, either as a result of any emergency stop or other fault conditions during operation, “back-up systems” will allow the bridge to operate under supply fault conditions as follows:</i></p> <ul style="list-style-type: none"> Standby power facilities diesel generator sets shall be permanently installed in the east and west bascule piers. In the event of a main power failure during bridge operations, the standby generator sets shall start automatically. In addition, a portable generator connection facility shall provide an alternative emergency

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		<p>standby power supply in the event of a mains power failure and standby generator failure.</p> <ul style="list-style-type: none"> • Multiple hydraulic pumps such that the bridge can be opened in the event a pump fails or is removed to be serviced. • Multiple hydraulic cylinders such that the bridge can be operated in the event a cylinder fails or is removed to be serviced. • Operation of the bridge under reduced number of actuators (cylinders) – under the accidental condition of the failure of one or two actuator(s), it will be possible to move the bridge to the open or closed position as deemed necessary. <p>In its response to written submissions from interested parties (submitted at Deadline 3 of the examination) the Applicant provided additional information regarding the potential failure of the lifting bridge and its implications for river traffic (in Document Reference: NCC/GY3RC/EX/045 and Planning Inspectorate Reference REP4-002).</p> <p>With regard to the specific question about the bridge opening within 1 hour of failure the Applicant notes that the design will allow for:</p> <p>1. Operation under Reduced Number of Actuators - Under the accidental condition of the failure of one or two actuator(s) (hydraulic cylinder), it shall be possible, after an assessment of the condition of the failed actuator, to recover the bridge to the closed position using the remaining actuator(s). The bridge shall not be opened under the condition of failure of one or more of the actuators unless the bridge is operated in an emergency/maintenance mode. The bridge shall be rendered operable again and thus be fully open within one hour of any failure of the operating system occurring other than any failure resulting from damage caused by a bridge strike. Subsequent operability will depend on the level and type of damage caused by the bridge strike.</p>

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		<p>2. Redundancy within the Hydraulic System - The design must allow for the limited continued operation should one of the pump/motor sets be out of commission. Continued limited operation means at a reduced speed and/or reduced operational wind speed. A connection point for an emergency standby diesel powered Hydraulic Power Unit (HPU) shall be provided which shall be sized such that the bridge can be fully open within 1 hour of connection of the standby HPU.</p> <p>In summary whilst it would not be inconceivable for there to be a combination of events leading to the bridge being stuck in the closed position, this would not be the default position. Schedule 14 to the draft DCO includes a provision, at paragraph 70, which states that on a failure to operate, the bridge is to be kept (so far as practicable) in the raised position, so as to allow vessel passage</p> <p>Goodchild Marine remain concerned about the ability of the bridge to open in sufficient time in the event of a failure, that it would impact on their operations.</p>
4	Redundancy on the bridge rams	<p>Goodchild Marine ask what is the redundancy on the rams being fitted to the bridge to overcome potential ram failure or hydraulic power pack failures, how many are being proposed and will it operate with 50% or 25% redundancy? It also asks how the 1 Hour repair time if bridge fails is possible.</p> <p>The Applicant has provided a response to this question, when responding to Item 3 "Bridge Reliability - Maintenance of bridge" in this table.</p> <p>Goodchild Marine remain concerned about the ability of the bridge to open in sufficient time in the event of a failure, that it would impact on their operations.</p>

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Information provided to marine vessels		
5	Forward information to vessels	<p>Goodchild Marine requests LED type notices either side of each bridge to show the air draft so that vessels can assess if they can transit without the bridge lifting. This will need to include all three bridges as the river traffic will be joining at various points with so many bridges to navigate.</p> <p>The Applicant can confirm that fixed air draft boards, rather than LED type notices, will be included on the Scheme bridge and are a specified requirement of the Update to Preliminary Navigation Risk Assessment (Document Reference NCC/GY3RC/EX/029, Planning Inspectorate Reference REP2-015). The Applicant considers that fixed boards are more reliable, require less maintenance and are less liable to failure. However, Goodchild Marine disagree and consider that LED type notice used on other bridges work much more effectively. It requests that a working group be set up to facilitate the provision of navigational aids at Haven and Breydon Bridges.</p> <p>Navigational aids at Haven and Breydon Bridges are beyond the remit of the Scheme. The investigation into the options to provide air draft information at these bridges will need to be undertaken jointly by Norfolk County Council, Highways England and GYPC as part of a separate scheme.</p>
Waiting berths elsewhere		
6	Waiting berths elsewhere	<p>Goodchild Marine requests suitable pontoon berths between the proposed new bridge and the existing Haven Bridge to facilitate lowering of masts given the River Bure has two fixed low bridges. Currently there are no safe moorings to allow for this if the single pontoon between the Haven Bridge and Breydon Bridge is occupied.</p>

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		<p>The Applicant notes that currently there are no mooring facilities other than the pontoon between Haven Bridge and Breydon Bridge, and this is not removed by the Scheme. The Applicant considers that provision of additional pontoons at Haven Bridge and Breydon Bridge is outside the scope of the Scheme and as a result can confirm that it does not intend to provide additional mooring pontoons beyond those provided either side of the proposed new bridge.</p> <p>Goodchild Marine request that a working group be set up to facilitate the provision of a new pontoon on the Heritage Quay near Haven Bridge. The Applicant suggests that Norfolk County Council and Great Yarmouth Borough Council be approached to seek their opinion on whether mooring provision on the Heritage Quay could be provided as part of any future enhancement schemes proposed in this area.</p>

5 Signatures

	Goodchild Marine	Norfolk County Council (the Applicant)
Signature	The Applicant has received confirmation from the relevant party that its contents are agreed.	The Applicant has received confirmation from the relevant party that its contents are agreed.
Printed Name	Sue Goodchild	Gavin Broad
Title		Project Engineer
On behalf of	Goodchild Marine	Norfolk County Council
Date	10/02/20	10/02/20