

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

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Lake Lothing  
**THIRD  
CROSSING**

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## **Document 5.2: Consultation Report Appendices**

### **Appendix 37 Ongoing Engagement**

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## **Consultation Report Appendix 37**

### **Ongoing Engagement**

37.1 Winter 2017 Newsletter

37.2 Lake Lothing Third Crossing - Navigation Working Group (NWG) invite

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## **Appendix 37.1 Winter Newsletter**



# Positive response to bridge consultation



Consultation events in  
Gunton and Pakefield

**T**hank you to everyone who took part in the consultation which ran for seven weeks from 4 September – 23 October. The response was incredible, with over 1000 people completing the consultation questionnaire. The results have shown overwhelming support for a third crossing and very positive feedback in relation to the design and layout.

Peter Aldous, MP said “It is excellent to see so many people engaged in the project and having their say on this important piece of infrastructure for the East Anglia. The response we received shows how essential this project is to the community and for the local economy.”

Colin Noble, Leader of Suffolk County Council said “The project has taken a significant step forward thanks to all those who took part in the consultation. The views of the public are greatly appreciated and will help with the development of the scheme.”

Mark Bee, Leader of Waveney District Council said “The new bridge reflects Lowestoft’s growing status as a key location for renewable energy and will be a real talking point for the town. I am delighted with the initial feedback from the consultation and I am excited to see the project taking shape.”

The full set of consultation results will be available when we submit our application to the Planning Inspectorate in early 2018. You can read more about the next steps on the back of this newsletter.

## PROCUREMENT PROCESS

**W**e began the procurement process to appoint the design and build contractor for the Lake Lothing Third Crossing on Monday 30 October.

A contractor’s day was held at Riverside council offices on Tuesday 7 November for those who are interested in submitting a bid. The contractors were

provided with all the background information on the project and could ask questions.

The project team will be following a thorough process to appoint the right contractor for this hugely important infrastructure project for the eastern region and are likely to award the contract in summer 2018.





Lake Lothing

**THIRD  
CROSSING**

## GROUND INVESTIGATIONS UPDATE

**O**ur ground investigation team from Geosphere Environmental Ltd arrived on site at the end of July and started their investigations on the north side of Lake Lothing in August. In October site investigations started on the south side and in the Riverside Road area.



Shell and Auger rig used to obtain soil samples

The works include digging trial holes and deep boreholes both on land and in the water. The findings will help finalise the detailed design for the new bridge piers and foundations.

The ground investigation are on-going and progressing well.

## What is coming up?

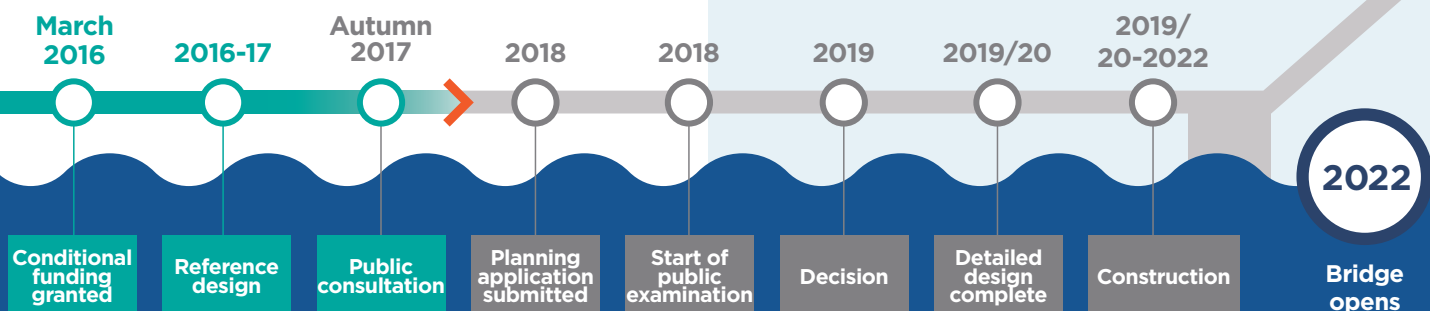
**T**he project team are now working with contractors WSP to analyse the consultation findings and prepare the application for development consent. The Development Consent Order (DCO) is effectively a planning application which includes plans for every single element of the scheme.

In the spring the application will be submitted to the Planning Inspectorate (PINS) who will review the documentation on behalf of the Secretary of State. If the documentation is acceptable a date will be set for the public examination.

Public examination will take six months and the information will be placed in the public domain so statutory consultees and the public can make representations on the proposals. An inspector from PINS will review the representations and write a report stating if the scheme is acceptable for planning consent to be given.

The inspector's report will then be submitted to the Secretary of State who will decide whether to grant planning permission. This will take a maximum of three months.

## PROJECT PROGRESS



## FIND OUT MORE

**Email:** [lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk)

**Web:** [www.suffolk.gov.uk/lakelothing3rdcrossing](http://www.suffolk.gov.uk/lakelothing3rdcrossing)

**Call:** 03456 318 842 (open Mon-Fri 8.30am-6pm)



**Suffolk**  
County Council

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Se precisar de ajuda para ler estas informações em outra língua, por favor telefone para o número abaixo. 03456 066 067

Portuguese

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Polish

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Russian

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**Appendix 37.2**  
**Lake Lothing Third Crossing - Navigation Working Group (NWG)**  
**Invite Email**



**From:** RM Lake Lothing Third Crossing [<mailto:lakelothing3rdcrossing@suffolk.gov.uk>]

**Sent:** 07 November 2017 14:51

**To:** RM Lake Lothing Third Crossing <[lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk)>

**Subject:** Lake Lothing Third Crossing – Navigation Working Group

Dear Sir/Madam

## **Lake Lothing Third Crossing – Navigation Working Group**

During the recently concluded consultation on the Lake Lothing Third Crossing, we received a number of comments on the impacts of the scheme on the navigation of Lake Lothing.

We are therefore proposing to convene a Navigation Working Group to explore these issues in more detail and would like to invite you to join this Group. The first meeting will be on **30<sup>th</sup> November** in Lowestoft (venue and times to be confirmed, likely to be c.3 hours), and will be facilitated by an independent chair. Please could you indicate your interest in attending.

The membership of the group is proposed as below, we are keen to include representatives of organisations who have an interest in the navigation of Lake Lothing, or those in statutory positions of responsibility. We welcome feedback on the composition of the group, please let us know if you feel other organisations should be represented.

### *List of members*

1. *Associated British Ports*
2. *Broads Authority*
3. *Lowestoft & District Canoe club*
4. *Lowestoft Cruising Club*
5. *Lowestoft Harbour Maritime Businesses group*
6. *Lowestoft Haven Marina*
7. *Lowestoft Marina*
8. *Lowestoft Rowing Club*
9. *Lowestoft Town Council*
10. *Oulton Broad Parish Council*
11. *Royal Norfolk and Suffolk Yacht Club*
12. *RYA*
13. *Trinity House*
14. *Waveney and Oulton Broad Yacht Club*

At the first meeting we will present an overview of the navigation-related issues that have arisen as part of the consultation process and explore how they best be addressed. An agenda and confirmation of timings will follow nearer the time.

I look forward to hearing from you.

**Appendix 37.3**  
**Draft Terms of Reference for the**  
**NWG**

## Lake Lothing Third Crossing - Navigation Working Group

### Draft Terms of Reference

#### Purpose:

A working group to facilitate:

- the exchange of information on the navigational considerations associated with the proposed Lake Lothing Third Crossing
- the development of a Navigational Risk Assessment for the Lake Lothing Third Crossing

#### Membership

Membership is as listed in Appendix 1.

Membership will be kept under review by Suffolk County Council.

Membership has been compiled to capture the interests of:

- Statutory Harbour Authority, Associated British Ports,
- Organisations representing recreational interests which are conducted within the area of the project
- Organisations representing boating communities which frequent the area affected by the project
- Organisations representing business interests around the area of the project

Member organisations are asked to coordinate views from within their membership and bring together, as far as possible, a representative view of the organisation.

Substitutes are permitted at meetings.

#### Chairperson

The Working Group will be chaired by Sereena Davey of Meeting Place Communications (MPC), an organisation paid for, but independent of, Suffolk County Council.

A meeting note will be produced by MPC after each Working Group and shared with the membership.

#### Confidentiality

For the Working Group to be effective, SCC will wish to share early thinking on various matters with the Working Group for feedback. SCC considers this information to be confidential.

	Organisation	Member	Position
1	ABP	Gary Horton	Harbour Master
2	Boston Putford Offshore Services		invited
3	Broads Authority	Rob Rogers	Director of Operations
4	Eastern marine Services	Dave Howells	Invited
5	Fendercare		Invited
6	James Fisher Marine		Invited
7	Lowestoft and District Canoe Club	Ric Pond	Chairman
8	Lowestoft Cruising Club	Colin Coe	Commodore
9	Lowestoft Harbour Maritime Businesses Group/Excelsior Trust	John Wylson	Chairman/Director
10	Lowestoft Haven Marina		Invited
11	Lowestoft Marina	Tony Must	Company Director
12	Lowestoft Rowing Club	Paul Garbutt	Chairman
13	Lowestoft Town Council	Dick Houghton	Councillor
14	Oulton Broad Parish Council	Ben Falat	Invited
15	Royal Norfolk and Suffolk Yacht Club	Ruth Davis	Commodore
16	Royal Yachting Association	Ben Falat	Invited
17	Trinity House		Invited but declined to attend
18	Waveney and Oulton Broad Yacht Club		Invited
19	Windcat workboats	Richard Clarke	General manager

**Appendix 37.4 Meeting  
notes for the NWG  
(December 2017)**



# Lake Lothing Third Crossing

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## Navigation Working Group Workshop 1

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On behalf of Suffolk County Council

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December 2017

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# 1. Introduction

Suffolk County Council is conducting an extensive and detailed consultation on a proposal for a new crossing over Lake Lothing in Lowestoft. As part of that process they have created a Navigation Working Group to help ensure the views of the maritime community are well represented in the process and that impacts can be minimised and benefits maximised.

Meeting Place Communications were commissioned as an independent Chair of the Working Group, which is currently planned to meet three times during the project development process, likely to be late autumn 2017, winter 2017/18 and spring 2018, or as is required.

This report details the progress of the project to date, the creation of the Working Group, and the discussions which took place at the first meeting of the group on 30 November 2017.

All members of the Working Group were provided with a copy of this report before it was finalised as a true and accurate records of proceedings.



## 2. Project overview

### 2.1 Project description

Suffolk County Council (SCC) is proposing a new crossing over Lake Lothing in Lowestoft. The existing bridges over the lake at Mutford Lock and the A47 Bascule Bridge are inadequate to meet current and future traffic demand. Delays and congestion are a common occurrence for drivers, particularly during peak hours and pedestrians and cyclists often have long and difficult journeys as travel across the town.

A crossing will open up opportunities for regeneration and create a new link between north and south Lowestoft. This new crossing presents an opportunity to introduce a focal point for the town enhancing its identity. This will help regenerate the area and attract new investment in the local economy.

The Lake Lothing Third Crossing consists of a multi span single carriageway bridge from Waveney Drive to the south side, to Peto Way on the north side. The section of the bridge over the lake has been designed higher than the existing Bascule Bridge, which will minimise the need to open it. The crossing includes provision for pedestrians and cyclists.

The proposed design includes new roundabouts to the north and south of the lake to help connect the traffic smoothly into the existing road network as well as public spaces for people to enjoy. Changes to the road layout include a new access from Waveney Drive to Riverside Business Park and closure of Durban Road at its junction with Waveney Drive.

### 2.2 Progress to date

There have been ambitions for a new crossing over Lake Lothing for many years. An initial long list of options for a Third Crossing was compiled with each assessed against its ability to meet the project objectives. An opening bridge in a central location was considered the best option and it is this the government has committed to provide £73.4 million funds for as a project of national significance.

Suffolk County Council wants to understand the views of those who live, work and visit the town or who are interested in the development of the Lake Lothing Third Crossing and as such undertook a comprehensive consultation and engagement exercise between 4 September and 23 October 2017.

This consultation and subsequent input from consultees will help shape the development of the final scheme proposals, which in turn will form the basis of the application for development consent.

Subject to the application approval process construction could start in 2019/20 and would take two to three years to complete.

## **2.3 Design detail and operational considerations**

Careful consideration has been given to the design of the opening mechanism to ensure it functions efficiently while potentially becoming a positive landmark within the town. The emerging design looks to represent the future of Lowestoft as one of the UK's key centres for off-shore renewable energy.

The new bridge will be a minimum of 12 metres above Highest Astronomical Tide, which is significantly higher than the existing Bascule Bridge. It is proposed that the bridge is operated from a new control tower. When required to open, traffic will be alerted and the safety barriers will move into place. The bridge will be hydraulically operated to raise the opening section of the deck.

Work is still ongoing to refine the design of the bridge and control tower, determine the opening regime, and complete the Navigational Risk Assessment (hence the need for input from the Navigation Working Group).

To ensure the bridge is practical for all users, it is being designed to specific gradients to prevent too steep an incline – this then restricts the height of the bridge.

## **2.4 Navigation**

It is important that the proposals enable the Port of Lowestoft to continue to operate efficiently for the benefit of recreational users and success of businesses reliant on Lake Lothing.

SCC recognises that introducing new and substantial structures to a navigable waterway will have a number of impacts on the environment and on users of those waterways. SCC is committed to exploring those issues thoroughly and where impacts are identified, seeking to mitigate them as far as possible.

There are a number of constraints the project is working within including highway design standards and the requirements of statutory undertakers (including Network Rail and ABP) and SCC is seeking to best mediate between the interests of users of the crossing and users of the water, while also minimising impacts on the environment and landowners.

## 3. Navigation Working Group

### 3.1 Purpose

SCC recognises the specific interests of the maritime community in the design, construction and usage of the Lake Lothing Third Crossing and that some of these points may not have been fully explored in the wider consultation programme.

The purpose of the Navigation Working Group is to fully document questions and any concerns to ensure the views of the maritime community are properly represented in the consultation process and to help develop a Navigational Risk Assessment.

### 3.2 Terms of Reference

The full terms of reference can be found at Appendix A. All members of the Navigation Working Group were provided with a copy of the terms of reference prior to the workshop on 30 November.

The Terms of Reference were agreed at the first workshop with the suggested additions of the Coastguard, the International Boat Building Training College and the RNLI to the membership list. They have been invited to join the group.

The Navigation Working Group will:

- Exchange information on the navigational considerations associated with the proposed Lake Lothing Third Crossing
- Assist with the development of a Navigational Risk Assessment for the Lake Lothing Third Crossing

Membership of the group has been compiled to capture the interests of:

- Statutory Harbour Authority, Associated British Ports (ABP)
- Organisations representing recreational interests conducted within the area of the project
- Organisations representing boating communities frequenting the area affected by the project
- Organisations representing business interests around the area of the project

### 3.3 Working Group meetings

It was proposed that there would likely be three meetings during the project development process, likely to be late autumn 2017, winter 2017/18 and spring 2018, or as is required.

The first meeting took place on Thursday 30 November at the Kirkley Centre in Lowestoft.

### 3.4 Membership

	Organisation	Member	Position
1	ABP	Richard Musgrove	Marine Manager
2	Boston Putford Offshore Services	Paul Willis	Operations Director
3	Broads Authority	Rob Rogers	Director of Operations
4	Eastern Marine Services	Dave Howells	Have been asked whether they wish to be part of the group
5	Fendercare		Have been asked whether they wish to be part of the group
6	James Fisher Marine	Scott Plank	Marine Manager
7	Lowestoft and District Canoe Club	Ric Pond	Have been asked whether they wish to be part of the group
8	Lowestoft Cruising Club	Colin Coe	Commodore (others attended in his place for first meeting)
9	Lowestoft Harbour Maritime Businesses Group/Excelsior Trust	John Wylson	Chairman/Director
10	Lowestoft Haven Marina	Robert Beare	Marina Manager
11	Lowestoft Marina	Tony Must	Company Director
12	Lowestoft Rowing Club	Paul Gurbutt	Chairman
13	Lowestoft Town Council	Dick Houghton	Councillor
14	Oulton Broad Parish Council	Ben Falat	Have been asked if they wish to be part of the group
15	Royal Norfolk and Suffolk Yacht Club	Ruth Davis	Have been asked if they wish to be part of the group

16	Royal Yachting Association	Ben Falat	Have been asked if they wish to be part of the group
17	Trinity House		Invited but declined to attend
18	Waveney and Oulton Broad Yacht Club		Have been asked if they wish to be part of the group
19	Windcat workboats	Richard Clarke	General manager
20	RNLI	Henry Carter	Lifeboat Operations Manager
21	International Boat Building Training Course	Mike Tupper	
22	Coastguard	Liz Hustler	Senior Coastguard Officer

## 4. Workshop 1 – November 2017

### 4.1 Attendees

On 30 November 2017 the first meeting of the Navigation Working Group took place. Attendees were as follows:

1	Dr David	Bennett	Lowestoft Cruising Club
2	Paul	Gray	Lowestoft Cruising Club
3	Richard	Musgrove	ABP
4	P	Gisborne	ABP
5	Bob	Beare	ABP (Lowestoft haven marina)
6	Lucy	Burchnall	Broads Authority
7	Rob	Rogers	Broads Authority
8	Richard	Clarke	Windcat workboats
9	Iain	Gibson	Windcat workboats
10	Cllr Peter	Byatt	Waveney District Council/Lowestoft Town Council
11	Cllr Dick	Houghton	Lowestoft Town Council
12	John	Wylson	Lowestoft Harbour Marine Business group
13	Paul	Gurbutt	Lowestoft Rowing Club
14	Paul	Sheader	Sheader Marine
15	Anthony	Must	Lowestoft Marina

Apologies were received from:

Colin Coe – Commodore Lowestoft Cruising Club (sent substitutes)

Also in attendance were:

- Sereena Davey – Meeting Place Communications – Working Group Chairperson
- Michael Wilks – Consenting Manager – Suffolk County Council
- Katherine Potts – Consultation Officer – Suffolk County Council
- Stephen Horne - Principal Engineer (Maritime) – WSP

## 4.2 Format of meeting

After introductions, the group agreed the adoption of the Terms of Reference of the working group with minor revisions as detailed in 3.2 above. The Chairperson then explained that there would be a presentation from the Consenting Manager during which participants could ask questions. This would be followed by a working session which would see participants divided into three groups to discuss some key questions. These had been provided to working group members in advance so they could discuss with their membership. Those attending were asked to represent their organisations, businesses or groups rather than their personal views.

It was explained that after the meeting, the presentation would be emailed to working group members, together with a report on the key discussions points from the day which the group would then be asked to agree was an accurate summary of the meeting. This report will then be used to feed into the next design stage of the project to ensure the views of the maritime community are reflected.

## 4.3 Project Presentation

Consenting Manager, Michael Wilks ran through a detailed presentation updating the group on the project, what decisions have and haven't been made, and the constraints and opportunities that exist.

Stephen Horne then provided a detailed overview of a vessel movement survey that had been undertaken to understand the movements and purpose of the maritime traffic along Lake Lothing.

Questions and comments raised during and after the presentation included:

- What is width of channel at the Bascule Bridge?
  - ABP confirmed it is 22.7 metres
- Can we consider a fixed bridge?
  - No. It is not possible to get a fixed bridge of sufficient clearance (35m) due to land constraints and angle of rise over bridge – it has to be opening bridge
- Is the central option of the bridge positioning confirmed?
  - Yes, it is selected based on a range of factors including environmental, highway design, traffic modelling and maritime (being west of the main quays/turning circle)
- Why has the tunnel option been discounted?

- It is not a solution for pedestrians or cyclists and it is challenging to achieve satisfactory gradients for a tunnel to pass under the Lake and tie in to the existing highway networks on either side.
- This seems like a short-term solution due to development proposals for waterside in areas of Lowestoft. How does it fit in with Lowestoft Local Plan and growth in area?
  - Lake Lothing Third Crossing is not being viewed separately to other developments proposed in the area. The traffic modelling takes in to account increases in traffic associated with general background growth, that associated with allocated, but undeveloped sites as well as those sites which have planning permission in the vicinity.
- To future-proof the bridge, why was it not made dual carriageway?
  - The traffic modelling looks at the period of 2022 to 2037 and shows sufficient capacity for expected growth and planned development. Roads that it connects to on either side are not dual carriageway.
- As the vessel movement survey was undertaken in Jul/Aug/Sept data will be slanted towards recreational users from Broads. Would Apr/May/Jun not have provided a more accurate representation?
  - In addition to the 3 month video survey we also have ABP's recorded movements from 27<sup>th</sup> May through 16<sup>th</sup> Jun. This data shows a similar distribution of numbers of openings although a slightly lower daily average. Further monitoring is scheduled for the new year.
- The tips of current Bascule bridge are only 200mm back and some vessels such as those with heli-decks can't get through – will tips on the new bridge be set further back?
  - Yes – the rolling bascule retreats entirely from the navigation channel, there is no overhang.
- What proportion of the vessel movements tracked in the survey would have required a two-way opening of the new bridge?
  - Of the 1242 operations of the existing bridge only 196 involved two way traffic of which only 13 would have required an opening of the third crossing in both directions.
- Was the modelling undertaken using the same opening schedule as existing bridge?
  - The traffic modelling allowed for the average amount of time the BB is closed to traffic in a given period and this was replicated for the new bridge.



- How will the bridge be constructed?
  - Jetties will be used from the north and the south and the bridge winched across into place.
- How will the control tower be resolved when the harbour authority want a second tower but recreational users only want to deal with one?
  - ABP confirmed that navigational matters will still controlled by the existing tower as users pass through Lake Lothing. The second tower will provide additional safety and support for users specifically around the new bridge.

#### 4.4 Group discussions on key questions

The groups were asked to consider the following questions which were grouped under the following themes:

##### **Control tower and operating regime, including an association with the A47 bridge**

- *We received conflicting views on the need for a dedicated control tower; what are the respective pros and cons of the current proposal to have a dedicated control tower and should the need for it be determined?*
- *If a dedicated control tower is included what are the key factors to consider in how it works alongside the existing control tower?*
- *Vessel simulation shows it is not necessary for the existing and new bridges to open simultaneously; what are the factors to consider in the sequencing of the opening regime?*
- *Where a double lift is required (because boats are travelling through in both directions), what factors should determine which bridge should lift twice?*
- *What factors, e.g. state of tide, wind, dictate the 'busyness' of the navigation channel at any time of day or year and should be considered in formulating the operational regime of the third crossing.*

##### **Facilities for leisure craft; pontoons, spacing of fenders**

- *Certain respondents indicated the need to provide places of refuge, notably pontoons, for leisure craft should they be prohibited from an uninterrupted transit through the two bridges. What are the pros and cons of this proposal?*

- *Where could any pontoons be located and how should this positioning be tested and against which factors?*
- *It has been suggested that certain craft could pass under the third crossing outside the navigational channel, and the fender design should accommodate that proposal. What are the pros and cons of this proposal?*
- *Do you have any comments on the proposed fender design?*

### **Signage and lighting arrangements**

- *What signage is needed regarding, for example air draft at any given state of the tide, in association with the third crossing*
- *What are the main factors to consider in design a lighting strategy for the third crossing scheme?*

The noted responses to those questions are given below, together with a brief summary when the groups reconvened as one at the end of the session.

#### **4.4.1 Control tower and operating regime, including an association with the A47 Bascule Bridge (BB)**

##### *Double opening*

- Some suggested BB should have double opening as it would have much lower traffic flows than the third crossing and it would therefore be less disruptive
- The third crossing has a wider navigational channel so could better accommodate two way movements
- Need more data analysis into NMU audit to understand which bridge should have double opening, but it was suggested a lower frequency of opening of the BB would be of benefit to pedestrians/cyclists.
- Cruising Club noted their average air draft is 13.8m; at half tide, ½ boats could clear the third crossing

##### *Control tower*

- 24hr operation will be required, this would require 24hr manning to operate from separate control tower.

- Potential to transfer additional port functions to new control tower to relieve pressure on existing port control (one for ABP to consider)
- Group reassured that they may only need to radio one tower for both bridges (as mentioned by ABP at the meeting)
- Questioned whether a second structure was needed with the current state of CCTV and other communications technology. Acknowledged that operating a second bridge would need extra personnel – just where to base them?
- Comment on the central location of the port office – may be useable instead of building a new structure?
- Existing Bascule Bridge will remain overall port/navigation control with links to control with the third crossing. The person on the 3<sup>rd</sup> crossing will not be a port controller just a bridge lifter and observing behaviour of vehicles and pedestrians etc on the bridge to ensure it is safe to lift.
- Transit time between bridge is 7 minutes at 4 knots.
- Tower should have CCTV, also covering the approach roads to assess traffic build up?
- Want to see increased efficiency of the communications on operations – more strategic and less piecemeal than in the past.
- Need to fence off the opening mechanism to avoid people or objects interfering with it

#### *Operating regimes*

- Want to retain frequency of openings of third crossing at least as much as they are at present on the BB. Busiest months for recreation use are April to October – this is also the busiest period for the windfarm boats
- ABP does not co-ordinate with Mutford Lock
- Background discussion information on operation of the Mutford Lock. The Broads Authority stated that this opens approximately 1000 times per year. The structure itself is in the process of being handed over from ABP to the Broads Authority.
- Need to ensure flotillas are looked at as one scenario to plan for
- The windfarm boats generally have a predictable pattern of movement – departing at 6-7am and returning 4-5pm. Leisure traffic more staggered. When the commercial traffic from Shell base moves at peak road traffic times that's when the most disruption to the towns traffic flow is caused.

- For trips south along the coast, tend to choose an opening window through the existing BB that works best with the tides, typically would leave couple of hours after low water on a ½ tide and come back on the low tide.
- Pick the best existing BB time to align with tides – have adapted to and accepted the existing schedule.
- Wind cat boats are currently using the scheduled BB opening windows; the outer harbour is full, more space needed in the inner harbour; current generation of wind cats could fit under the third crossing
- Existing BB opening regime: vessels of 50 gross tonnes or more permitted on demand with sufficient notice. Try to avoid peak rush hour traffic – only tidally restricted vessels are let through.
- Needs to be level across the underside of the soffit of the bridge, so air draft does not vary much
- If commercial vessels cannot have a clear transit of both bridges (if they need access to areas west of both bridge) and they have to tie up there is a cost to that including extra pilotage.

#### *Construction*

- Want to ensure there is clear information ahead of time and a radio channel to use during construction of the Third Crossing. And available via 'Notice to Mariners' well in advance of any restrictions?

#### **Key conclusions from discussions on these issues:**

- New bridge must be available 24/7
- Scheduled opening times should be same as existing BB
- Consensus emerged on need for second control tower
- Agreement on need for navigational control to stay with existing tower, with new tower monitoring behaviour at new bridge and being responsible for localised control
- No consensus on whether double opening should be on new bridge or existing bridge (or on a case by case basis)– request that this issue is looked at in more detail at the next workshop.

#### 4.4.2 Facilities for leisure craft; pontoons, spacing of fenders

- Pontoon would be beneficial for recreational vessels.
- Excelsior is classed as recreational but draws three metres so pontoon would need to consider this (unless it was reclassified as commercial?)
- Eastern location would be preferable, although an option in Kirkley Ham would be possible.
- Consideration of vessels getting off the pontoon in adverse wind conditions.
- Safest place to put the pontoon (definitely wanted by this group) in the Ham, as the main channel busy and getting busier with increase in wind farm vessels for example, also need to leave enough space in main channel for turning vessels. Area would need dredging as the area dries out on the Asda side currently
- Question over capacity of the pontoons? They'd like "as many as possible"
- Some see them as "another obstacle to get around"
- Pontoon is required between the bridges for safety of recreational vessels among commercial.
- Noted that boats approaching from the Broads could wait at Haven Marina for short time if waiting for the 3<sup>rd</sup> crossing to open, so no pontoon required west of third crossing
- There is a waiting pontoon between rail and road bridge at Mutford.
- Noted that there is a pontoon in the Trawl dock on the east of the BB, managed by Lowestoft haven marina – it needs regular cleaning, but does not always occur
- Suggested location off Nexen (still visible from existing BB) with piles, not possible to attach to quay due to condition. Needs to be clear of ship turning circle though
- Will need to ensure adequate draft, on one or both sides depending on exact location. Likely not to require a significant change to dredging regime in this location
- Possibly need for space for 3-6 boats.
- Navigational safety less of a concern west of the third crossing, plenty of space in that end of the lake to linger around, no need for pontoon
- Insufficient space in adjacent spans for other maritime traffic, with exception of perhaps canoes/paddleboards.
- Need to consider chain link across fenders to stop yachts drifting in if they lose power – with perhaps one section left open without chains for emergency access

**Key conclusions from discussions on this question:**

- Pontoon needed between bridges as without it there is insufficient space to safely wait
- Suggested locations are:
  - Off Nexen/east of crossing on south – may need dredging
  - In Ham – depending on dredging
  - Middle of ham but further south and clear of turning area
  - Further east if not impacting on turning area
- Consensus that side spans of bridge should not be open to navigation other than for canoes
- Suggestion of need for chain link between fenders to stop yachts drifting

**4.4.3 Signage and lighting arrangements***Signage*

- Need real-time display of available air draft
- Have real-time info on draft heights and bridge clearance
- Scanning device to advise approaching vessels of their air draft (many do not know)
- People will adapt and make sure they know the air draft in the future
- Countdown clock to tell of bridge opening like on newer (London) pedestrian crossings
- Have improved signage including for road users
- Signage should also incorporate information on the tidal barrier operations, depth of pontoon location
- Information on the lifting times etc need to be widely available ahead of time – so as not to dissuade visiting craft e.g. Dutch (LCC have 6 visitor berths), use website. The port is the main east coast safe harbour for yachts from Orwell to the Humber.
- There should be signage on the approach roads for motorists to ensure they know which bridge may be closed when. Dutch example where traffic is diverted to another crossing.

- It was mentioned that the existing navigational “traffic” lights on the BB are not up to a good enough standard.
- Bright digital display both sides needed.
- Tide board needed.

### *Lighting*

- Navigation lighting must be to Statutory Harbour Authority and GLA acceptance
- Use flood lighting – down-lit to light up bridge structure but be conscious of impact of lighting creating water reflections
- Need separate plans on construction lighting – including good notification of phase timing to mariners
- Must ensure there are no dark spots under bridge to protect safety and access
- Current BB lighting is inadequate
- Lighting should adhere to Trinity House rules. Worried about light spillage onto Denmark Road.
- Want to ensure there are no dark spots over the water under the bridge – could be risky if there are people in the water.
- Stop and go lights hard to see against brightness at existing bascule
- Need to be able to spot lights etc from wherever a pontoon may be located
- Lights should be traffic signal design
- Flood lighting looking down under bridge to illuminate channel – but note that reflection of light on water can cause confusion
- LED navigation lights.
- Most recreational boats go through daylight (80%), but can be tidally dependent so there is some night time navigation
- Street lighting from bridge should not reflect on water – need for deflectors. Aesthetic lighting to be distinct from navigation lighting. – could be added in to simulation?
- If there was to be any vessel passage either side of the navigational channel that would need different lighting, albeit not required needed for canoeist or paddleboards
- Adequate lighting for the construction phase

- Have real-time info on draught heights and bridge clearance for approaching vessels
- Have count-down clock until bridge opens
- Ensure statutory authorities have input on lighting designs
- Use LEDs
- Use flood lighting – down-lit to light up bridge structure but be conscious of impact of lighting creating water reflections
- Need separate plans on construction lighting – including good notification of phase timing to mariners
- Have improved signage including for road users from north and south approaches to allow people to make informed choices
- Must ensure there are no dark spots under bridge to protect safety and access

#### 4.4.4 Navigational Risk Assessment

The workshop concluded with a final discussion on any further information or comments the groups wanted to provide on the hazard identification exercise, further vessel simulation and the Navigational Risk Assessment.

- Queried the height of the barriers either side of the bridge – felt 1.4m would be sufficient.
- Samaritan phones should be provided on the bridge.
- Access down the quays into/out of water not currently sufficient (thought there was a programme of looking at this already?)
- Good CCTV needed to assess any risk of people jumping from the bridge.
- Ensure the turning of vessels is considered.
- Undertake further vessel survey in the spring
- Take into account an increase in vessels using the Shell base
- Continuation of navigation rights as at present
- RNLI are sea side of BB – could they bring a vessel between new and existing bridge due to possible increase in number of suicides



- Install emergency exits near bridge for people to get off water
- Look at wash from wind cats

## 5. Conclusions and next steps

The first meeting of the Navigation Working Group provided a helpful opportunity for a broad range of the maritime community to understand more about the proposals for a Third Crossing of Lake Lothing and ensure their views were directly communicated to the project team.

The group had a detailed technical discussion on matters relating to the proposal with consensus in most areas, but disagreement on others. The project team will consider all the detailed feedback provided at the workshop and integrate with the next stage of the design process where possible. One attendee thanked SCC on behalf of the rest of group for providing the maritime community with the opportunity to look at the proposals specifically from their viewpoint.

Members of the Working Group will be updated by SCC in the coming months and invited to attend a second workshop in 2018 to review and feedback on the next phase.

## 6. Appendices

### Appendix 1 – Adopted Navigation Working Group Terms of Reference

#### Lake Lothing Third Crossing - Navigation Working Group

##### Terms of Reference

##### **Purpose:**

A working group to facilitate:

- The exchange of information on the navigational considerations associated with the proposed Lake Lothing Third Crossing
- the development of a Navigational Risk Assessment for the Lake Lothing Third Crossing

##### **Membership**

Membership is as listed in Appendix 1.

Membership will be kept under review by Suffolk County Council.

Membership has been compiled to capture the interests of:

- Statutory Harbour Authority, Associated British Ports
- Organisations representing recreational interests which are conducted within the area of the project
- Organisations representing boating communities which frequent the area affected by the project
- Organisations representing business interests around the area of the project

Member organisations are asked to coordinate views from within their membership and bring together, as far as possible, a representative view of the organisation.

Substitutes are permitted at meetings.

##### **Chairperson**

The Working Group will be chaired by Sereena Davey of Meeting Place Communications (MPC), an organisation paid for, but independent of, Suffolk County Council.

A meeting note will be produced by MPC after each Working Group and shared with the membership.

##### **Confidentiality**

For the Working Group to be effective, SCC will wish to share early thinking on various matters with the Working Group for feedback. SCC considers this information to be confidential.

	Organisation	Member	Position
1	ABP	Richard Musgrove	Marine Manager
2	Boston Putford Offshore Services	Paul Willis	Operations Director
3	Broads Authority	Rob Rogers	Director of Operations
4	Eastern Marine Services	Dave Howells	Have been asked whether they wish to be part of the group
5	Fendercare		Have been asked whether they wish to be part of the group
6	James Fisher Marine	Scott Plank	Marine Manager
7	Lowestoft and District Canoe Club	Ric Pond	Have been asked whether they wish to be part of the group
8	Lowestoft Cruising Club	Colin Coe	Commodore (others attended in his place for first meeting)
9	Lowestoft Harbour Maritime Businesses Group/Excelsior Trust	John Wylson	Chairman/Director
10	Lowestoft Haven Marina	Robert Beare	Marina Manager
11	Lowestoft Marina	Tony Must	Company Director
12	Lowestoft Rowing Club	Paul Gurbutt	Chairman
13	Lowestoft Town Council	Dick Houghton	Councillor
14	Oulton Broad Parish Council	Ben Falat	Have been asked if they wish to be part of the group
15	Royal Norfolk and Suffolk Yacht Club	Ruth Davis	Have been asked if they wish to be part of the group
16	Royal Yachting Association	Ben Falat	Have been asked if they wish to be part of the group
17	Trinity House		Invited but declined to attend
18	Waveney and Oulton Broad Yacht Club		Have been asked if they wish to be part of the group
19	Windcat workboats	Richard Clarke	General manager
20	RNLI	Henry Carter	Lifeboat Operations Manager
21	International Boat Building Training Course	Mike Tupper	

22	Coastguard	Liz Hustler	Senior Coastguard Officer
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**Appendix 37.5 Meeting  
notes for the NWG 2  
(May 2018)**



# Lake Lothing Third Crossing

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## Navigation Working Group Workshop 2

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On behalf of Suffolk County Council

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June 2018

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# 1. Introduction

Suffolk County Council (SCC) is conducting extensive and detailed stakeholder engagement on a proposal for a new crossing over Lake Lothing in Lowestoft. As part of that process they have created a Navigation Working Group to help ensure the views of the maritime community are well represented in the process and that impacts can be minimised and benefits maximised.

Meeting Place Communications were commissioned as an independent Chair of the Working Group, which is currently scheduled to meet three times during the project development process. The group met in November 2017, May 2018 and is expected to meet again in autumn 2018.

This report follows on from that issued after the first meeting of the group and details the discussions which took place at the second meeting on 2 May 2018.

All members of the Working Group were provided with a copy of this report before it was finalised as a true and accurate records of proceedings.

## 2. Project overview

SCC is proposing a new crossing over Lake Lothing in Lowestoft. The existing bridges over the lake at Mutford Lock and the A47 Bascule Bridge are inadequate to meet current and future traffic demand. Delays and congestion are a common occurrence for drivers, particularly during peak hours and pedestrians and cyclists often have long and difficult journeys as travel across the town.

A crossing will open up opportunities for regeneration and create a new link between north and south Lowestoft. This new crossing presents an opportunity to introduce a focal point for the town enhancing its identity. This will help regenerate the area and attract new investment in the local economy.

The Lake Lothing Third Crossing consists of a multi span single carriageway bridge from Waveney Drive to the south side, to Peto Way on the north side. The section of the bridge over the lake has been designed higher than the existing Bascule Bridge, which will minimise the need to open it. The crossing includes provision for pedestrians and cyclists.

The proposed design includes new roundabouts to the north and south of the lake to help connect the traffic smoothly into the existing road network as well as public spaces for people to enjoy. Changes to the road layout include a new access from Waveney Drive to Riverside Business Park and closure of Durban Road at its junction with Waveney Drive.

It is important that the proposals enable the Port of Lowestoft to continue to operate efficiently for the benefit of recreational users and success of businesses reliant on Lake Lothing.

SCC recognises that introducing new and substantial structures to a navigable waterway will have a number of impacts on the environment and on users of those waterways. SCC is committed to exploring those issues thoroughly and where impacts are identified, seeking to mitigate them as far as possible.

There are a number of constraints the project is working within including highway design standards and the requirements of statutory undertakers (including Network Rail and ABP) and SCC is seeking to best mediate between the interests of users of the crossing and users of the water, while also minimising impacts on the environment and landowners.

## **3. Navigation Working Group**

### **3.1 Purpose**

The purpose of the Navigation Working Group is to fully document questions and any concerns to ensure the views of the maritime community are properly represented in the project design process. The terms of reference were agreed at the first meeting and can be seen at Appendix A.

Details of those who attended, were invited to attend, or submitted written representations to the second meeting can be found in Appendix B.

### **3.2 Working Group meetings**

The first meeting took place in November 2017, the second meeting took place in May 2018, and the third is expected to take place in autumn 2018. All meetings are conducted on a Chatham House rules basis and no comments are attributable to any one individual or organisation (except in the case of ABP clarifying a technical matter as the Statutory Harbour Authority).

## 4. Workshop 2 – May 2018

### 4.1 Meeting format

On Wednesday 2 May 2018 the second meeting of the working group took place at the Hotel Victoria in Lowestoft.

In addition to members of the working group, the following people were in attendance at the session:

- Sereena Davey – Meeting Place Communications – Working Group Chairperson
- Michael Wilks – Consenting Manager – Suffolk County Council
- Katherine Potts – Consultation Officer – Suffolk County Council
- Stephen Horne - Principal Engineer (Maritime) – WSP

After introductions, the Chairperson explained there would be a presentation from Michael Wilks providing an update on the project to date, followed by a presentation from Stephen Horne regarding the results of the vessel simulation survey and some initial thoughts on the Navigational Risk Assessment (NRA). Participants were encouraged to ask questions at the end of each of the presentations.

The group were then divided into two sub-groups to consider some specific question regarding the detailed development of the NRA. These specific questions, together with copies of the presentations, were also provided to those who had been unable to attend the event so they could also contribute to the process.

After a group discussion about the points raised in the break-out session, the Chairperson explained that the summary report would be provided to attendees within a few weeks and that the group was likely to reconvene in autumn 2018.

### 4.2 Project presentations

Consenting Manager, Michael Wilks began his presentation with the new photomontages of the designs and explained to the group that since the last meeting the following had been completed ahead of the intended submission of an application in June 2018:

- Environmental surveys
- Vessel simulation
- Reference design

- Ground investigations
- Land requirements

Acknowledging concerns raised at the first working group session, Michael then confirmed that a new control tower would be constructed as part of the Scheme and outlined some design and location details for this. Overall port control will remain at the Bascule bridge.

There was then a brief overview of the next stages in the planning process, the involvement of the Planning Inspectorate and the role of Development Consent Order.

The first presentation concluded with an overview of the proposed construction programme (which was published in PEIR) and confirmation that a contractor will be appointed in the autumn.

The second presentation was given by Stephen Horne from WSP. He provided the group with details on the third vessel simulation which took place earlier in 2018 to reflect the change from a twin leaf to a single leaf bridge. He confirmed that the simulation had shown the proposed waiting pontoon to be in a suitable location (off Nexen) and had also considered fender design and the impact of wind sheltering.

Questions and comments raised during and after the presentations included the following (answers given are shown in italics):

- Pleased that there is a maritime engineer in the project team – belief that many of the problems from original Bascule bridge originate from it being designed by highways engineer with little consideration for the maritime community
- Won't vision from the Control Tower positioned on the south-west be obscured when the bascule is open?
  - *To an extent, but due to curve in river any location would face some obstruction – it will be overcome with CCTV*
- Couldn't you put the tower on the other side to provide 'eyeballs'?
  - *It is more to do with vessel height than the bascule leaf. Anything less than 13m high will be shielded by the road. (ABP confirmed that overall southside is better).*
- What planning constraints are in place to ensure no development takes place in the future that then obscures views from the control tower?

- *Any development that might impinge on views from the control tower would be controlled through the relevant planning processes which would need to take in to account the impact on the control tower.*
- *Statutory Harbour Authority (currently ABP) has statute to maintain navigation*
- Will the planning application, including the Environmental Impact Assessment, be in the public domain?
  - *Yes, and comments can be made during the consultation period that will follow the acceptance of the application*
- Will there be a pontoon on the west side of the bridge?
  - *No, it is not required*
- What is the length of the proposed pontoon?
  - *50m*
- What will the new channel width be compared to at the current Bascule bridge?
  - *It will be 32m vs the current 22.7m*
- Need to be aware of buffeting from wind through new channel
  - *From investigations to date with all but the largest commercial vessels in the most severe of weather conditions the effects of wind within the vicinity of the new bridge are expected to be less apparent than at the existing bridge.*
- How will new crossing co-ordinate with the existing Bascule bridge?
  - *The new crossing will take account of existing bridge's recreational opening times when the operating regime is finalised*
- There is a lack of pontoons in the outdoor harbour. The yacht pontoon hasn't been available for a year due to dredging.
  - *Pontoons in Hamilton Dock were taken away to aid with the construction of the East Anglia 1 offshore windfarm by the Environment Agency*
- Which bridge will open twice?
  - *This is likely best determined by the Harbour Master depending on prevailing circumstances.*

### 4.3 Group discussions on key questions

The groups were asked to consider the following questions to assist with the preparation of the risk assessment:

*Do you agree with the methodology proposed for the NRA?*

*What do you believe the top three risks are from?*

*a) Construction*

*b) Operation*

#### 4.3.1 Methodology of NRA

The group were satisfied with the proposed methodology for the NRA with no dissensions from those present. Many believed that the maritime engineers employed on the project were best placed to determine it and that the detail outlined during the session was “pretty bloody good” and “very logical”.

The group discussed whether it would be helpful to split the recreational traffic into sail and motor for the purpose of the exercise. It was also noted that the NRA must make reference to MGN 543 as best practice and current thinking and consult with the Marine and Coastguard Agency.

There was also a short discussion about whether Lowestoft is a Haven port. This was to be confirmed post meeting by ABP.

#### 4.3.2 Risks from construction

In navigation terms the group agreed that problems are likely to be more significant during construction than operation, and that the biggest period of impact on the navigation channel will be when the lifting mechanism for the new bridge is put into place.

Key points raised include:

##### *Communications*

- Good communications with mariners - particularly visiting craft

##### *Maintaining navigation channel*

- Risk of collision between user vessels and construction vessels or user vessels and obstacles in water

- Danger of materials falling from construction vessels or construction areas into water/onto other vessels
- Danger of worker falling into water
- Danger of spillages and pollution
- Enhanced risk of collisions in poor visibility conditions
- Lighting or glare from construction lighting affecting those on water
- Failure of construction vessels or kit
- Failure of port user vessels or kit - then being stranded in difficult areas
- Failure of bascule bridge
- Risk from all the additional vessel movements in port
- Reduced amenity/pleasure from construction related noise pollution
- Vessels coming in for poor weather when navigation is closed will need temporary moorings

#### *Key points in construction process*

- Pontoon needs to be in place before construction begins and must include contingency berths for recreational and commercial
- At the point when bascule bridge is to be lifted in to place – need good advance notice, temporary moorings and it would be helpful if it took place off season
- Need awareness of small machinery/construction vessels moving around – would be useful to have a safety and rescue boat in constant communication with harbour master
- ABP will need to do regular dredging during construction
- Need to balance between protecting bridge and protecting boats in terms of fender designs

### **4.3.3 Risks from operation**

The group discussed that a number of the issues for the construction phase remain during the operation phase, but in addition noted the following points once the bridge is fully operational:

#### *Communications*

- Digital real time air draught displays and lots of discussion about where this would be best placed

#### *Maintaining navigation channel*

- Collision with bridge or fenders due to vessel failure, poor craftsmanship, poor visibility
- Suicide jumpers or people deliberately throwing objects off the bridge onto vessels below or into water



- Risk of motor vehicles driving off the bridge
- Bridge failure – either new or existing or both – potentially trapping vessels between two bridges with little room for manoeuvre for some – especially problematic for the large commercial vessels that can't turn around
- Need greater dredging in turning circle for improved manoeuvrability

#### *Operating regime*

- Control Tower – concern that current one is already overloaded and that additional responsibilities will be difficult to staff. Needs investment and training from ABP.
- Lack of clarity on whether large or small vessels have right of way
- Need co-ordination with Bascule openings and clarity on double openings where possible
- Control Tower not knowing what type of vessel they are dealing with
- Vessels not knowing their air draught
- Road traffic system on Bascule is not popular as it does not always keep to times – may need a 'rule of thumb' to communicate to residents that new bridge will open less than Bascule

#### **4.3.4 Suggested mitigation**

It was agreed that a full discussion, together with the construction contractors, would take place at the third meeting of the group. In the meantime, attendees offered the following mitigation measures to some of the risks identified:

#### *Construction*

- Using Notice to Mariners – local and national – to point to a project website which offers detailed, regular updates; regular liaison with harbour master; bulletins to yacht clubs on work programme
- Regular dialogue between harbour and the construction team
- More regular dialogue between the port authority and the regular port users
- Comms plan for the construction phase of project
- Ensure pontoons are available before construction begins
- Providing a means back to land for those that fall into water – ladders and hand holds
- Have a dropped object protocol
- Digital noticeboards about hazards and closures during construction – particularly for inward vessels

- Directional controls on construction lighting, avoid conflicts with navigation lighting.
- Safety boats – to recover workers

### *Operation*

- Good bridge and fender lighting and signage
- Comms plan for the operation phase of project
- Barrier design needs to prevent/reduce opportunities for people to jump off and commit suicide (have Samaritans phone on bridge?) or be able to get close enough to throw large objects off as part of anti-social behaviour
- Design bridge parapet to ensure vehicles are contained
- Ensure Control Tower asks where vessels are wind or sail on contact
- Providing a means back to land for those that fall into water – ladders and hand holds
- Netting/chain on fenders in case boats are pushed in to them due to engine failure and they need to tie on to await recovery
- Commercial berth in Inner Harbour needed in case of bridge failure and no berths available
- Real time air draught information to advise of available clearance – potential need for lasers or similar off Asda and off Jeld Wen site

## 5. Conclusions and next steps

The second meeting of the Navigation Working Group provided another opportunity for the maritime community to understand more about the proposals for a Third Crossing of Lake Lothing and for SCC to have a detailed dialogue with this stakeholder group.

The project team will consider all the detailed feedback provided at the workshop and in subsequent communications and integrate this into the next stage of the design and planning process where possible.

Members of the Working Group will be updated by SCC in the coming months and invited to attend a third workshop in autumn 2018 to review and feedback on the next phase.

SCC will ensure that the construction company responsible for delivering the Third Crossing will be present at the third workshop so that an informed and detailed discussion can take place regarding risks and mitigation measures during the construction process.

## 6. Appendices

### Appendix A – Adopted Navigation Working Group Terms of Reference

#### Lake Lothing Third Crossing - Navigation Working Group

##### Terms of Reference

##### **Purpose:**

A working group to facilitate:

- The exchange of information on the navigational considerations associated with the proposed Lake Lothing Third Crossing
- The development of a Navigational Risk Assessment for the Lake Lothing Third Crossing

##### **Membership**

Membership is as listed in Appendix 1.

Membership will be kept under review by Suffolk County Council.

Membership has been compiled to capture the interests of:

- Statutory Harbour Authority, Associated British Ports
- Organisations representing recreational interests which are conducted within the area of the project
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- Organisations representing business interests around the area of the project

Member organisations are asked to coordinate views from within their membership and bring together, as far as possible, a representative view of the organisation.

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The Working Group will be chaired by Sereena Davey of Meeting Place Communications (MPC), an organisation paid for, but independent of, Suffolk County Council.

A meeting note will be produced by MPC after each Working Group and shared with the membership.

##### **Confidentiality**

For the Working Group to be effective, SCC will wish to share early thinking on various matters with the Working Group for feedback. SCC considers this information to be confidential.

## Appendix B – Navigation Working Group membership

The following individuals and organisations were invited to attend the workshop on Wednesday 2 May. Those who were unable to attend were invited to submit feedback after the event.

Those marked with an asterixn (\*) either attended the event or submitted written feedback.

	Organisation	Member	Position
1	ABP*	Richard Musgrove	Marine Manager
2	Boston Putford Offshore Services		
3	Broads Authority	Rob Rogers	Director of Operations
4	Eastern marine Services	Dave Howells	
5	Fendercare		
6	James Fisher Marine		
7	Lowestoft and District Canoe Club	Ric Pond	
8	Lowestoft Cruising Club*	(Colin Coe sent apologies)	Paul Gray and David Bennett attended in place of Colin Coe
9	Lowestoft Harbour* Maritime Businesses Group/Excelsior Trust	John Wylson	Chairman/Director
10	Lowestoft Haven Marina	Robert Beare	Marina Manager
11	Lowestoft Rowing Club	Paul Gurbutt	Chairman
12	Lowestoft Town Council*	Dick Houghton (Peter Byatt sent apologies)	Councillors
13	Oulton Broad Parish Council	Ben Falat	
14	Royal Norfolk and Suffolk Yacht Club	Ruth Davis	
15	Royal Yachting Association	Ben Falat	
16	Trinity House		
17	Waveney and Oulton Broad Yacht Club		

18	Windcat workboats	Richard Clarke	General manager
19	RNLI	Henry Carter	Lifeboat Operations Manager
20	International Boat Building Training Course	Mike Tupper	
21	Sheader Marine*	Paul Sheader Gail Kingston	

*N.B. Since the first meeting, Lowestoft Marina have resigned from the group.*