

From: [REDACTED]
To: [Lake Lothing Third Crossing](#)
Cc: [REDACTED]
Subject: TR010023 - Items requiring responses by deadline 3 - Comments on Relevant Representations (RRs)
Date: 28 December 2018 12:54:42

Good Afternoon Team,

The following are Lowestoft Cruising Club's (LCC) responses in relation to the item "Comments on Relevant Representations (RRs)" listed in Rule 8 letter TR010023, dated 17 December 2018, Annex A, Examination Timetable. - Deadline 3 : 8 January 2019

Document AS - 013: Suffolk County Council (SCC) : Response to Relevant Representations Document Reference: SCC/LLTC/EX/2

Lowestoft Cruising Club make the following comments to SCC's responses (AS - 013) to the original Relevant Representations. Please note items are listed with their Issue number and Rep. no., as given in AS - 013.

EN29/RR-022, MP4/RR-010, & MP8/RR-016 & 035. At the third meeting of the Navigation Working Group (NWG3) on 18 December 2018 a draft Scheme of Operation was discussed (including input by LCC), emailed to participants for further evaluation, and left with SCC (the Applicant) to submit to PINS.

EN30/RR-022, & MP7/RR-016 & 035. At NWG3 an update on the drafting of the NRA was given, and the minutes record that the overriding concern of the maritime community (including LCC) remains the risks associated with the construction period, rather than the operating period.

MP2/RR26 *et al*, & MP6/RR-016 & 035. LCC consider it is essential to provide a suitable waiting pontoon between the A47 Bascule Bridge and the Lake Lothing Third Crossing (LLTC).

MP5/RR-016 & 035. LCC consider that the NWG will have an ongoing role that needs to be perpetuated throughout the working life of the LLTC, not just the construction of the scheme. There is a need to formalise the existence and role of the NWG for the future operation of the LLTC, and this should be reflected in the DCO.

MP9/RR-016 & 035, & MP10/RR-035. LCC remain opposed to a three week summer closure of the western part of Lake Lothing. SCC agree with our estimate of about 400 vessel movements being curtailed by the closure. BAM Nuttall, the appointed engineering contractors for the scheme, were present at NWG3, but were unable to provide any indication of the seasonal timing or duration of the proposed closure. It was empathised that as much warning as possible should be given of the timing and duration of the closure, if it is permitted, to allow businesses and marina occupants sufficient time to plan to attempt to mitigate the serious impacts of the closure. There was a discussion at NWG3 of possible alternative berthing arrangements during the closure, but no satisfactory solutions were forthcoming.

Yours faithfully,

Dr David B Bennett (on behalf of Lowestoft Cruising Club)

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