

**From:** [REDACTED]  
**To:** [Lake Lothing Third Crossing](#)  
**Cc:** [REDACTED]  
**Subject:** TR010023 - Items requiring responses by deadline 3: Responses to the ExA's Written Questions  
**Date:** 28 December 2018 14:11:54

---

Good Afternoon Team,

The following are Lowestoft Cruising Club's (LCC) responses in relation to the item: Responses to the ExA's Written Questions (ExQ1), listed in Rule 8 letter TR010023, dated 17 December 2018, and republished 24 December 2018, Annex A, Examination Timetable. - Deadline 3 : 8 January 2019.

Please note items are listed with their reference number, and to whom the question is addressed, as given in ExQ1.

2.19 ABP. In "Item 7 Flotillas" of the draft Scheme of Operation, discussed at the third meeting of the Navigation Working Group (NWG3) on 17 December 2018, two-way working is allowed where safe and appropriate.

2.23 The Applicant. LCC have not seen any convincing evidence that a summer three week closure is required.

2.24. The Applicant. An update to the draft NRA was presented at NWG3.

2.26. The Applicant. At NWG3 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. The drafted opening schedule mirrored that at the A47 Bascule Bridge, but it was accepted that there will need to be flexibility to work in conjunction with the A47 Bascule Bridge, and vice versa.

2.28. The Applicant. It is LCC's understanding that the LLTC control room will have to be manned 24 hours a day to be able to implement the agreed Scheme of Operation.

2.29. The Applicant. NWG3 discussed measuring the height of yacht masts, but no solution was offered.

2.30. The Applicant. See 2.19. "Item 7 Flotillas" in the draft Scheme of Operation discussed at the third meeting of the Navigation Working Group (NWG3) on 17 December 2018, allows for two-way working where safe and appropriate.

2.38. The Applicant. Questions i., ii. & iii. LCC remain opposed to a three week summer closure of the western part of Lake Lothing. The Applicant agreed 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)

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---