

The Lake Lothing Third Crossing, Lowestoft Development Consent Order 201[*]



Lake Lothing
**THIRD
CROSSING**

Document: SCC/LLTC/EX/210

**Scheme of Operation for the new bridge -
Revision 3 - tracked**

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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Draft Scheme of Operation

1.1 Notes

- 1.1.1 This document is the Scheme of Operation referred to in articles 2(1) and 41(1) of The Lake Lothing (Lowestoft) Third Crossing Order 2019 (“the Order”).
- 1.1.2 Article 41 of the Order requires the Council to operate the new bridge authorised by the Order (“the Lake Lothing Third Crossing” or “LLTC”) in accordance with the Scheme of Operation. The Scheme of Operation may be varied or replaced in accordance with the provisions of article 41 of the Order
- 1.1.3 The person appointed by the Council to operate the LLTC is referred to in this Scheme of Operation as the LLTC Bridge Operator.
- 1.1.4 The person appointed by the harbour authority for Lowestoft Harbour to operate the A47 Bascule Bridge crossing of Lake Lothing is referred to in this Scheme of Operation as the A47 Bascule Bridge Operator.
- 1.1.5 The Scheme of Operation should be read alongside the provisions of the Order, and the Lowestoft Harbour Byelaws 1993 as amended by the Order, which make provision in relation to navigation, mooring and anchorage near and under the LLTC.
- 1.1.6 Words and phrases used in this Scheme of Operation, unless defined by it, have the same meaning as they have in the Order.

1.Commercial on-demand openings	<p>The LLTC will only be opened on demand for commercial shipping over 50 gross registered tonnage, requests for which are subject to the provisions of paragraph 2.</p> <p>A minimum of 30 minutes notice (or such greater period as may be specified in the publicised requirements of the harbour authority) must be given for a commercial bridge lift.</p>
2.Time restrictions	<p>The LLTC is not permitted to be lifted for any vessel during the hours of 08:00 to 09:00 and 17:00 to 18:00 on Mondays to Fridays (save for public holidays), unless the Harbour Master determines that the vessel seeking an opening is ‘tidally restricted’ and notifies the LLTC Bridge Operator accordingly.</p> <p>For the purposes of this paragraph, a vessel is tidally restricted <u>if, due to its arrival or sailing draught or any other navigational or meteorological restriction, the safest time for it to enter or leave the Port coincides with a bridge lift restriction period</u>and thus may be given an opening during these hours if that is the safest time for it to enter or leave the Port due to its sailing draught or any other navigational or meteorological restriction.</p>

<p>3.Recreational vessels using commercial openings</p>	<p>Small craft and yachts may use a LLTC opening for commercial shipping provided that prior arrangement has been made with Port Control- VHF Channel 14, telephone +441502 572286 (or such other VHF Channel or telephone number as may be specified by Port Control from time to time) or personal visit, subject to vessels proceeding in the same direction as the commercial vessel.</p> <p>Other vessels wishing to pass through the LLTC from the opposite direction will have to wait for the next advertised small craft opening time, as set out in paragraph 4.</p>																								
<p>4.Scheduled openings</p>	<p>In addition to paragraph 3, and subject to prior notification to the LLTC Bridge Operator in accordance with publicised requirements of the harbour authority, small craft and yachts may request passage through the LLTC at the following times:</p> <table border="1" data-bbox="438 770 1378 992"> <tr> <td>Monday to Friday</td> <td>03:00</td> <td>05:00</td> <td>07:00</td> <td>09:45</td> <td>11:15</td> <td>14:30</td> <td>16:00</td> <td>--</td> <td>19:00</td> <td>21:00</td> <td>24:00</td> </tr> <tr> <td>Saturday, Sunday, Bank Holidays</td> <td>03:00</td> <td>05:00</td> <td>07:00</td> <td>09:45</td> <td>11:15</td> <td>14:30</td> <td>16:00</td> <td>18:00</td> <td>19:00</td> <td>21:00</td> <td>24:00</td> </tr> </table> <p>Note: the LLTC openings may be permitted before or after the specified times to the extent considered necessary for navigational safety by the Harbour Master, the LLTC Bridge Operator and/or the A47 Bascule Bridge Operator given the circumstances of each case, which will include consideration of factors relating to vessel transit direction, transit time(s), and other vessel movements.</p>	Monday to Friday	03:00	05:00	07:00	09:45	11:15	14:30	16:00	--	19:00	21:00	24:00	Saturday, Sunday, Bank Holidays	03:00	05:00	07:00	09:45	11:15	14:30	16:00	18:00	19:00	21:00	24:00
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<p>5.Waiting Pontoon</p>	<p>Masters of vessels should be aware that a waiting pontoon for small craft and yachts is available to the east of the LLTC for vessels awaiting a bridge lift. All vessels must maintain a listening watch on VHF14 (or such other VHF Channel as may be specified by Port Control from time to time) and follow instructions from Port Control. Failure to maintain a close listening watch may mean missing the advertised lift. If late for a bridge lift, vessel masters should inform the LLTC Bridge Operator as soon as possible.</p>																								
<p>6.Navigation through the Lake Lothing Third Crossing</p>	<p>Navigation in the bridge channel is controlled by VHF advice and with a Trinity House Lighthouse Service approved traffic signal system, comprising additional red and green "traffic lights" when a LLTC bridge lift is operated.</p> <p>Vessels other than those proceeding in accordance with paragraph 8 must not proceed through the LLTC until the bridge is fully opened AND the signal system signifies with a green light that it is safe to pass through the LLTC.</p> <p>Vessels must observe the Trinity House Lighthouse Service approved navigational marks.</p>																								

7.Flottillas	<p>Small craft and yachts in a flotilla situation should make every effort to coordinate their requirements with Port Control, 'close up' and ensure that the time taken to transit the LLTC channel is reasonable, safe and kept to the minimum.</p> <p>Once the LLTC has been lifted the red lights on the east and west side may both be switched to green, allowing inwards and outwards movements at the same time.</p> <p>Should a light remain red, a vessel must not proceed until instructed by the LLTC Bridge Operator, keeping clear of vessels using the main channel. The LLTC Bridge Operator will not wait for stragglers.</p>
8.Height clearance	<p>The LLTC has a clearance of 12 metres at Highest Astronomical Tide, which is subject to an air draft safety clearance of 1 metre.</p> <p>Prior to passing under the LLTC, all vessels must:</p> <ul style="list-style-type: none"> a) where it is safe and practicable to do so, lower any masts and aerals; b) have regard to the real time air draft displays advising of current clearance, and any further air draft displays that may be implemented by the harbour authority from time to time; c) provide the LLTC Bridge Operator with confirmation of the vessel's current sailing air draft; and d) seek permission from the LLTC Bridge Operator to pass under the bridge. <p>Only vessels that are able to pass under the LLTC without a bridge opening, taking into account the air draft safety clearance, will be approved to do so by the LLTC Bridge Operator.</p>
9.Double openings	<p>Where a 'double opening' is required because vessels require passage in both directions through either the LLTC or the A47 Bascule Bridge, the Harbour Master has discretion to determine whether, based on navigational risk, the LLTC should open twice to accommodate the passage of these vessels. If the Harbour Master does determine that the LLTC should open twice, the Harbour Master will notify the LLTC Bridge Operator.</p>
10.Adverse weather conditions	<p>The Harbour Master may determine that the LLTC should not be opened due to prevailing adverse meteorological conditions, where an opening in such conditions could cause unacceptable risk.</p>
11.Risk of vessels becoming trapped in the Inner Harbour	<p>If, due to prevailing circumstances in the Port, meteorological or otherwise, the Harbour Master considers that there is risk that a vessel may become trapped in the Inner Harbour between the two bridges, with no suitable contingency berth available, the Harbour Master may instruct the LLTC Bridge Operator to open the LLTC simultaneously with the A47 Bascule Bridge to accommodate the safe transit of that vessel. The LLTC will remain open until the vessel transit through the Inner Harbour has been safely completed.</p>

12. Emergency
response

The Harbour Master may direct, or under direction of a relevant agency, require, the LLTC Bridge Operator to open or close the LLTC at any time in response to a situation that the Harbour Master, or a relevant agency, considers to be an emergency.

For the purposes of this paragraph a relevant agency is any statutory body that has powers to deal with emergency events.