



Goodchild Marine Services Limited,
Burgh Castle Yacht Station, Butt Lane, Burgh Castle, Great Yarmouth, Norfolk, NR31 9PZ.
Tel: **01493 782301** Fax: **01493 782306**
E-mail: info@goodchildmarine.co.uk Web: www.goodchildmarine.co.uk

For the attention of Dominic Young
The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN

GYTRC@planninginspectorate.gov.uk
Your reference TR010043

1st October 2019

Dear Sir

Please find as follows our submission for the Deadline 1 Following on from the meeting of the 24th September at Great Yarmouth

I would like to confirm that we are not opposed to the 3rd River crossing if the infrastructure for the Lifting/Closing/Maintenance of the bridge is co-ordinated with the other 2 bridges which are currently in existence.

I will give a very brief outline of our issues with the current lifting of bridges that causes us and the complete Broads Network problems when trying to gain access to the sea.

- a. The reliability and the speed in which repairs are actioned when the Breydon Bridge and Haven Bridge fail in Great Yarmouth, causes the situation of access to sea untenable and has resulted in Goodchild Marine Services Limited, facing enormous financial losses.
- b. Our difficulty arises when the bridges are out of action and we must get a boat out to sea for trials/delivery/Boat show we have to either arrange lorry transport or Mutford Lock transit if operable for our smaller vessels but to transit through Mutford Lock is a day's journey for 2 staff members.
- c. Our larger vessels can neither go out by lorry or via Mutford Lock and at that point we are land locked.
- d. We have just completed the UK's first Hybrid Pilot boat which was booked into the Seawork Boat Show in June at Southampton. This vessel is very much in the public eye given the technological advances, so when we were advised this bridge was yet again out of action we had to seek alternatives. The maximum height available for road transportation is 5.1m which by dismantling the roof mounted equipment and engaging the services of a specialist boat transport company we managed to get permission to undertake the road delivery option. The costs of preparing this vessel for transport and the necessary permits amounts



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to £23,162.47 with many hours and pressures to get the boat to the show which was part of the commitment in the tender documents for the sale of this vessel.

- e. We had very similar difficulties with Bridges in 2018 in June prior to our Seawork Boat show, and again had massive costs in time and money to achieve getting two boats to Seawork Boat show in time for the commencement.
- f. These two issues are just a small indicator of the huge costs incurred throughout the last two years.
- g. The Haven Bridge was out of action last year for an undisclosed period awaiting reports on the electrical system, this period alone cost our company a refit which we had been awarded worth around £130k as the client was unable to get assurances from Peel Ports or the Council when the bridge would be operational again.
- h. This clearly is affecting our operation and the job security of our staff and in this case the previous client has declared they will not consider us in the future as the risk of becoming land-locked is too onerous on their operations.

The lack of co-operation between Breydon and Haven bridges has been challenging over the previous year's, however, with lots of hard work we have now started to see a co-ordinated approach between the following parties and ourselves, having instigated meetings to get all parties to talk together.

Norfolk County Council - Haven Bridge
Highways England – Breydon Bridge
Peel Ports Great Yarmouth – Contractor for control of both Bridges

Bridge Lifting

We see a definite need to have all 3 bridges controlled by 1 point of contact with various systems of booking ie.

Portal on line system
Telephone

VHF which is currently manned at Liverpool needs to be manned in Great Yarmouth

The Dutch system of Bridges to be lifted on demand would also be a system to look at.

Siltation and Dredging requirement, with the change of flow as a result of the main river narrowing this will inevitably change the tidal flow and will cause siltation to be of different quantities as is common now. If the Bridge changes this to such a point that the MMO licence we hold is insufficient to dispose of increased volumes we would seek support in gaining approval from the MMO for such increases, naturally this would increase our costs too. Having this assurance before the new bridge is constructed is critical to our operation.

Information to vessels and road users.

There needs to be 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 3 bridges as the river traffic will be joining at various points with so many bridges within the navigation.

The Road traffic can be very well managed if the notices on all the Highways on entering the District with an LED sign show what time on the screen each of the 3 Bridges will open during the day and traffic can divert to another route. (ie. as per Car Parks telling you how many spaces available a long way ahead of you approaching the car park).

Mast Lowering

For inbound vessel wishing to transit the river Bure it would be necessary to have suitable pontoon berths between the new proposed 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 and Breydon bridge is occupied.

Demise of Lowestoft

To further support our concerns on ensuring all bridges adopt efficient and reliable operations for navigation, evidence suggests that businesses upstream of the Lowestoft Bascule bridge have declined having a river crossing. However, this bridge does operate much more sympathetically to river users but the fact remains that businesses having a need to have reliable and easy access to the open sea have moved out. Some of these businesses have moved away from the area or had support to relocate in the old fish docks areas. Plans are well advanced for another river crossing in Lowestoft and from dealings with marine related businesses in the area grave concerns exist on likely impacts this further bridge may bring. I appreciate your examination is not focussed on Lowestoft, but in my view, it would be foolish to not study impacts this bridge has had on marine based businesses upstream which is a fear we have if bridges in Great Yarmouth do not adopt reliable and frequent openings.

Mutford Lock Exit to Sea via Lowestoft

There has been considerable talk over recent years that Mutford lock may become permanently closed due to increased maintenance costs and no financial support locally. Should this happen it is very clear the 3 bridges will be the only route for vessels wishing to transit between the Broads network and the open sea. It is therefore paramount these issues be addressed before introducing yet another obstacle to the navigation.

Pontoons close to the Bridge

It is welcomed to see on the drawings that waiting pontoons are being introduced adjacent to the new bridge foundation. However, having these so close to the bridge and on the outside of a natural bend in the river is inviting a disaster. Any large vessels that are transiting the open bridge are likely to drift outboard on a bend (simply nature of steering vessel when underway). Having these on the outside of a bend I would suggest is not the best solution and is inviting damage or worst sinking of any small craft moored there. If they must remain close to the bridge it would make much more sense to have these on the opposite side (inside of the rivers bend) which is much better protected should a vessel get things wrong. The stern of a vessel negotiating such a bend is extremely unlikely to drift into the bend.

Haven Bridge Maintenance

The age of this bridge and the lack of maintenance that has been carried out has caused an inordinate number of breakdowns. The statement in the meeting that they would repair this when the 3rd Bridge is installed is to say but the least crazy, what will happen if the new bridge does not materialise?

Navigational Access

The Navigation is always treated as 2nd Hand citizen to the Highways, but the river and sea brings in a lot of the local industry and employs a lot of local people whom depend upon efficient vessel movements. The 3rd crossing relating to the other 2 bridges needs to have a full and complete maintenance and operational systems (with spares being held) in place.

Yard Visit

We would like to invite you on a visit to our yard and we could then take you through the bridges on a vessel to show you the complexity of what we must deal with on a regular basis.

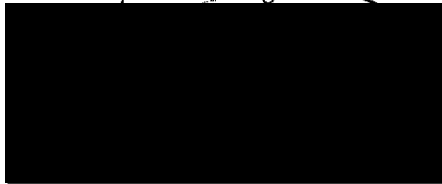
SoCG

Do you think there is a need to engage in a SoCGw with the applicant?

Our biggest concern is the lack of ability to get to sea if the bridges break down.

We hope this has been of assistance in progressing your thoughts.

Our very Kindest Regards



Sue Goodchild