

**Consultation Documents Update and Proposed Responses**  
Report by Planning Policy Officer

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| <b>Summary:</b>        | This report informs the Committee of the Officers' proposed response to planning policy consultations recently received, and invites any comments or guidance the Committee may have. |
| <b>Recommendation:</b> | That the report be noted and the nature of proposed response be endorsed.   |

**1 Introduction**

- 1.1 Appendix 1 shows selected planning policy consultation documents received by the Authority since the last Planning Committee meeting, together with the officer's proposed response.
- 1.2 The Committee's endorsement, comments or guidance are invited.

**2 Financial Implications**


- 2.1 There are no financial implications.

Background papers: None

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Date of report: 28 September 2017

Appendices: APPENDIX 1 – Schedule of Planning Policy Consultations received

### Planning Policy Consultations Received

|                        |   |
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| <b>ORGANISATION:</b>   | Norfolk County Council  |
| <b>DOCUMENT:</b>       | Great Yarmouth Third River Crossing   |
| <b>LINK</b>            | <a href="https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/great-yarmouth/third-river-crossing">https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/great-yarmouth/third-river-crossing</a>   |
| <b>DUE DATE:</b>       | 6 October 2017 (extension requested)  |
| <b>STATUS:</b>         | Stage 2.  |
| <b>PROPOSED LEVEL:</b> | Planning Committee endorsed.  |
| <b>NOTES:</b>          | <p>Earlier in 2017 we asked for views on congestion in Great Yarmouth and whether people supported proposals for a Third River Crossing. The key findings were:</p> <ul style="list-style-type: none"> <li>• Congestion in Great Yarmouth is a serious issue</li> <li>• The Third River Crossing would make journeys faster</li> <li>• Congestion would be reduced by the new crossing</li> <li>• The proposed bridge would link the newly-renumbered A47 (formerly A12) at the Harfreys roundabout in the Southtown area of Yarmouth to the port and the Enterprise Zones on the other side of the river.</li> </ul> <p>The purpose of this Stage 2 consultation is to:</p> <ul style="list-style-type: none"> <li>• Provide an update on progress</li> <li>• Explain the current position and what happens next</li> <li>• Obtain a greater understanding of what is important to you and needs to be considered in the design.</li> </ul> <p>The crossing links the A47 at Harfreys Roundabout with South Denes Road.</p>  |

Benefits of the scheme include:

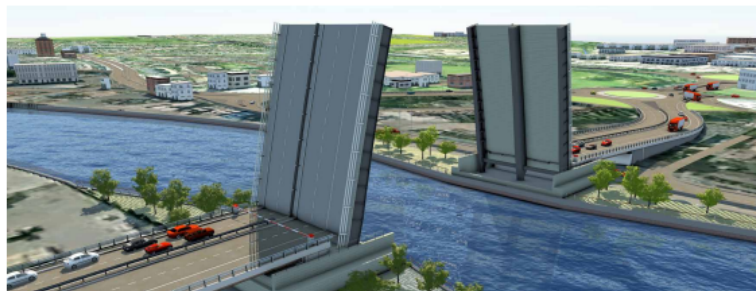
- Providing traffic relief to Breydon Bridge and Haven Bridge
- Reducing congestion and delay in the town centre
- Improving journey time reliability
- Improving access to the Great Yarmouth peninsula
- Improving traffic safety
- Enhancing access for walking, cycling and public transport
- Improving the resilience of the local road network.

We have used computer software to assess the potential impacts of the new crossing on traffic. The results forecast that in the evening peak period of the opening year (2023) there would be:

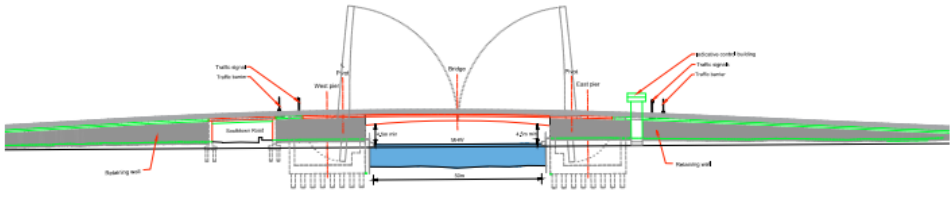
- 55% fewer vehicles on Haven Bridge
- 46% fewer vehicles on Pasteur Road
- 23% fewer vehicles on the A47 between Harfreys and Gapton
- 39% fewer vehicles on South Quay.


The new bridge also provides a significant benefit for pedestrians and cyclists by increasing access to and from the peninsula.

**The new bridge needs to open and allow the passage of boats and large vessels along the river. Having considered the various options we think the best solution is to provide a bascule bridge with a clearance of 4.5m over the water at high tide.**



| Key Facts  |  |
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| Estimated number of openings on a typical day (in 2023)                  | 15 (based upon our assessment of predicted river traffic).   |
| Combined length of time the bridge is closed to traffic on a typical day | 75 minutes (approx average of 5 minutes per opening).  |
| Total time each day the bridge is open to traffic/pedestrians/cyclists   | 22 hours 45 minutes.   |
| Facilities for pedestrians and cycle users                               | Max gradient of 5% (1 in 20) in accordance with design standards.  |
| Cost (excluding historic costs)  | Approximately £121m.   |
| Scheme footprint   | The Suffolk Road roundabout and traffic signal junction on South Denes Road will be built at existing ground levels. |
| Frontage   | Scheme junctions will be at existing ground levels, minimising the impact on frontages of any adjacent buildings.    |
| Marine operations  | The bridge will need to be opened for most vessels.  |

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|                                  | <p><b>The drawing below shows the side profile of a 4.5m bascule bridge.</b></p>  <p>Next steps:</p> <p>2017 to 2019</p> <ul style="list-style-type: none"> <li>• Further design</li> <li>• Environmental assessment</li> <li>• Stage 3 statutory pre-application consultation</li> <li>• Preparation and submission of planning application / statutory orders</li> </ul> <p>2019 to 2020</p> <ul style="list-style-type: none"> <li>• Planning / statutory orders approval</li> </ul> <p>2020 to 2023</p> <ul style="list-style-type: none"> <li>• Further development and final funding approvals</li> <li>• Construction</li> <li>• Open to traffic in 2023...</li> </ul>  |
| <p><b>PROPOSED RESPONSE:</b></p> | <p>The Broads Authority supports the scheme.</p> <p>We do have some comments that we would like you to consider.</p> <p>From a navigation point of view there needs to be a safe waiting point, particularly for small vessels (motor cruisers, rather than the Ports shipping vessels), while waiting to cross under the proposed new bridge. Current provision is very poor at Haven Bridge with a climb up a long slippery ladder to tie up vessels. This provision could take the form of pontoons (particularly downstream of the proposed new bridge) to allow safe mooring of vessels while waiting.</p> <p>The Lake Lothing equivalent consultation included much information about the environmental considerations of the bridge when in place and during construction. It is not obvious where this information is for the Great Yarmouth scheme. Please find some general biodiversity related comments below. In addition, we request that the Senior Ecologist at the Broads Authority is contacted to discuss the project. A similar meeting was held with Suffolk County Council regarding the Lake Lothing crossing and this was very productive.</p> <ul style="list-style-type: none"> <li>• What surveys have been undertaken relating to biodiversity, for example in relation to bats?</li> <li>• What is the timeframe for the Environment Statement to be completed please?</li> <li>• This development is next to the Broads and within some of the UK's most important biodiversity habitats that people cherish. Within the Environment Statement we would request the scheme to be very positive and explicit about bat and nesting bird enhancement and recommend that something similar to the habi-sabi is installed to ensure that this scheme is evidencing meeting its mitigation and enhancement targets. (see example designs <i>to be sent as part of response</i>).</li> </ul> |

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|                        | <p>Access and waterways comments:</p> <ul style="list-style-type: none"> <li>With regards to the bridge structure, a 4.5m air draft when closed (infinite when opened) would be acceptable in principle to the Broads Authority as Navigation Authority. This is also true of the span of the bridge between the supporting pylons. As this is shown as 50m, this is well outside the minimum width requirement.</li> <li>With regards to the access, no Public Rights of Way are affected by these proposals. The bridge is stated to not exceed a max gradient of 5% (1:20) which is in accordance with the design standard. There is a cycle route crossing the development area but this has been incorporated into the landscaping design and poses no problems with regards to access issues.</li> </ul> |
| <b>ORGANISATION:</b>   | Suffolk County Council   |
| <b>DOCUMENT:</b>       | Lake Lothing third crossing – Lowestoft.   |
| <b>LINK</b>            | <a href="https://www.suffolk.gov.uk/roads-and-transport/transport-planning/lake-lothing-3rd-crossing/">https://www.suffolk.gov.uk/roads-and-transport/transport-planning/lake-lothing-3rd-crossing/</a>  |
| <b>DUE DATE:</b>       | 16 October 2017  |
| <b>STATUS:</b>         | Proposed designs.  |
| <b>PROPOSED LEVEL:</b> | Planning Committee endorsed.   |
| <b>NOTES:</b>          | <p>The Lake Lothing Third Crossing would link from Waveney Drive on the south side, to Denmark Road and Peto Way on the north side of Lake Lothing.</p> <p>It would be a lifting bridge to enable tall vessels to pass through. However, it would also be higher than the existing bascule bridge so a large number of boats would be able to pass underneath without the need to lift.</p> <p>Here is a virtual fly through: <a href="https://youtu.be/kWb9L0XW0fs">https://youtu.be/kWb9L0XW0fs</a></p> <p>Time line:</p>  <p>The bridge could look like this:</p>   |



Suffolk County Council is seeking your views on our proposals for 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 they 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 to regenerate the area and attract new investment in the local economy.

This is a significant project for Lowestoft and it is important residents, businesses, landowners and all those affected by, or interested in, the project have their say.

The objectives of the project are to:

- Reduce congestion and delay on the existing bridges over Lake Lothing
- Reduce congestion in the town centre and improve accessibility
- Reduce community severance between north and south Lowestoft
- Encourage people to walk and cycle, and reduce conflict between cyclists, pedestrians
- and other traffic
- Improve bus journey times and reliability
- Reduce accidents
- Open up opportunities for regeneration and development in Lowestoft
- Provide the capacity needed to accommodate planned growth.

Our proposals for the Lake Lothing Third Crossing aim to improve journeys and connectivity help meet the aspirations for economic prosperity and provide a new feature in the town for all users to enjoy for years to come.

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|  | <p>The project will include a new multi-span bridge from Waveney Drive to Peto Way. The bridge will be a single carriageway road with facilities for pedestrians and cyclists.</p> <p>On the northern side the crossing will cross over the existing railway line and drop to connect to Peto Way between Rotterdam Road and Barnards Way. There is an opportunity to incorporate some public space in this area including planting enhancing habitats for wildlife already present in the area. The details of this landscaping are still to be decided.</p> <p>The proposed design includes new roundabouts to the north and south to help connect the traffic smoothly into the existing road network.</p> <p>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.</p> <p>Key findings from the modelling:</p> <ul style="list-style-type: none"> <li>• Traffic flows drop significantly on the two existing bridges (by at least a third) compared to the current situation</li> <li>• Traffic journey times and network efficiency across the town improve considerably</li> <li>• Traffic from the two existing bridges re-route to use the new bridge, for journeys where a central crossing of the lake is more convenient and quicker for their journey</li> <li>• There are increases in traffic flows on routes to the new bridge notably on Peto Way, Rotterdam Road, Waveney Drive and Tom Crisp Way.</li> </ul> <p>From a navigation view point:</p> <ul style="list-style-type: none"> <li>• It is not clear from the various plans and pictures where vessels can wait for the bridge to open. Can this be clarified please?</li> <li>• How much notice will be required for the bridge to operate to allow passage of larger vessels? Is this being discussed with the other bridges that need to open in the area to make sure there is coordination to allow access to and from the Broads?</li> </ul> |
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# ILLUSTRATIVE MASTER PLAN OF LAKE LOTHING THIRD CROSSING



## PROPOSED RESPONSE:

The Broads Authority supports the scheme.

We do have some comments that we would like you to consider.

Ecology related comments from the Senior Ecologist:

- Please can the further surveys undertaken during 2017 to obtain more information on the use of the habitats, for example the Nathusius' pipistrelle, be sent to us?
- What is the timeframe for the Environment Statement to be completed please?
- This development is next to the Broads and within some of the UK's most important biodiversity habitats that people cherish. Within the Environment Statement we would request the scheme to be very positive and explicit about bat and nesting bird enhancement and recommend that something similar to the habi-sabi is installed to ensure that this scheme is evidencing meeting its mitigation and enhancement targets. (see example designs *to be sent as part of response*).

Access and waterways comments:

- With regards to the bridge structure, a 12m air draft when closed (infinite when opened) would be acceptable in principle to the Broads Authority as Navigation



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|  | <p>Authority. This is also true of the span of the bridge between the supporting pylons. As this is shown as 32m, this is well outside the minimum width requirement.</p> <ul style="list-style-type: none"> <li>• We would ask that details will need to be provided of the proposed management regime for the opening of the bridge – how will this work both in engineering terms and what arrangements will be in place for boats requesting an opening?</li> <li>• With regards to the access, no Public Rights of Way are affected by these proposals. There is a National Cycle route crossing the development area but this has been incorporated into the landscaping design and poses no problems with regards to access issues.</li> </ul> |
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