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## Appendix G-5 – Consultation Materials: Non Technical Summary of the Preliminary Environmental Information Report







Norfolk County Council

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# GREAT YARMOUTH THIRD RIVER CROSSING

Preliminary Environmental Information Report -  
Non-Technical Summary







Norfolk County Council

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# **GREAT YARMOUTH THIRD RIVER CROSSING**

Preliminary Environmental Information Report - Non-Technical Summary

**TYPE OF DOCUMENT (VERSION) CONFIDENTIAL**

**PROJECT NO. 70046035**

**OUR REF. NO. GYTRC-WSP-EGN-XX-RP-EN-0004/A**

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# CONTENTS

<b>1</b>	<b>THE ROLE OF THE NON-TECHNICAL SUMMARY</b>	<b>1</b>
<b>2</b>	<b>LOCATION AND DESCRIPTION OF THE SCHEME</b>	<b>1</b>
<b>3</b>	<b>ASSESSMENT OF ALTERNATIVES</b>	<b>3</b>
<b>4</b>	<b>CONSULTATION</b>	<b>4</b>
<b>5</b>	<b>ASSESSMENT APPROACH</b>	<b>5</b>
<b>6</b>	<b>AIR QUALITY</b>	<b>5</b>
<b>7</b>	<b>ACOUSTICS</b>	<b>6</b>
<b>8</b>	<b>NATURE CONSERVATION</b>	<b>6</b>
<b>9</b>	<b>CULTURAL HERITAGE</b>	<b>8</b>
<b>10</b>	<b>TOWNSCAPE AND VISUAL IMPACTS</b>	<b>9</b>
<b>11</b>	<b>ROAD DRAINAGE AND THE WATER ENVIRONMENT</b>	<b>10</b>
<b>12</b>	<b>FLOOD RISK</b>	<b>10</b>
<b>13</b>	<b>CLIMATE CHANGE</b>	<b>11</b>
<b>14</b>	<b>PEOPLE AND COMMUNITIES</b>	<b>11</b>
<b>15</b>	<b>MATERIALS</b>	<b>12</b>
<b>16</b>	<b>GEOLOGY AND SOILS</b>	<b>13</b>
<b>17</b>	<b>TRAFFIC AND TRANSPORT</b>	<b>13</b>
<b>18</b>	<b>CUMULATIVE EFFECTS</b>	<b>14</b>

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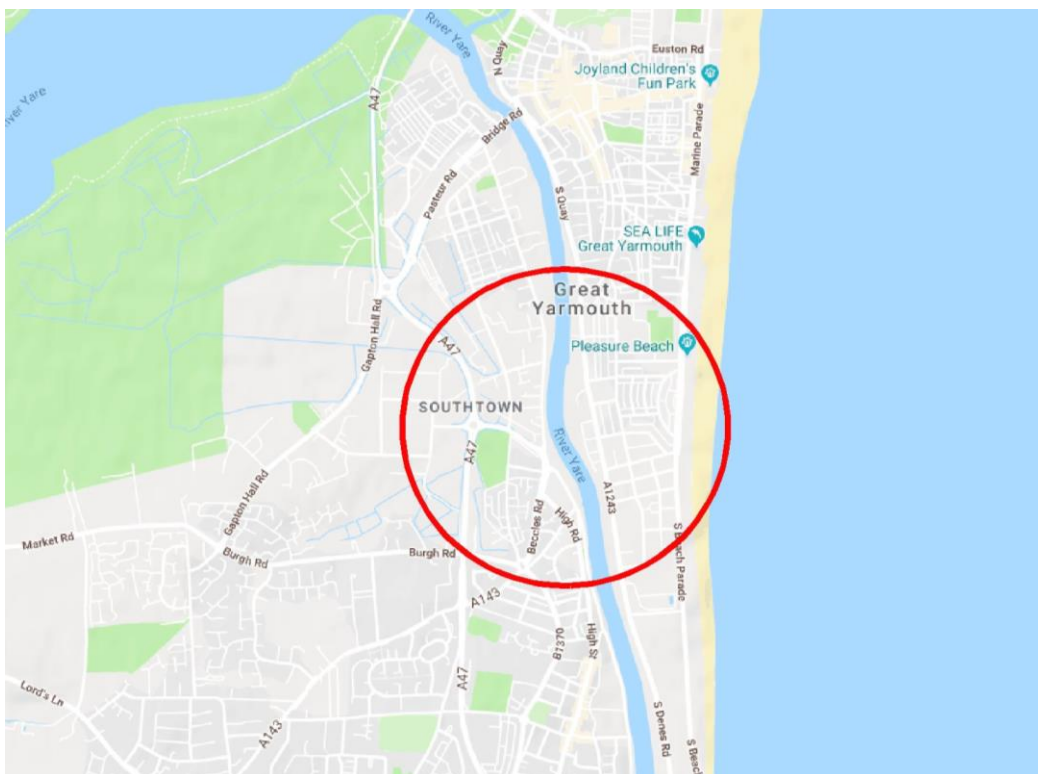


# 1 THE ROLE OF THE NON-TECHNICAL SUMMARY

- 1.1.1. WSP has been appointed by Norfolk County Council (hereafter referred to as the Applicant) to prepare a Preliminary Environmental Information Report (PEIR) for the proposed Great Yarmouth Third River Crossing project (hereafter referred to as the Proposed Scheme). This document provides a Non-Technical Summary (NTS) of the PEIR.
- 1.1.2. The PEIR has been prepared in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) to identify, on a preliminary basis, the potential significant effects of the Proposed Scheme on the environment during both construction and operation.
- 1.1.3. The purpose of this Non-Technical Summary (NTS) is to provide high-level information on the content and main findings of the PEIR, in a clear and concise manner. The PEIR is divided into separate chapters related to specific topics. In order that this NTS provides a helpful and accessible account of the PEIR, it focusses on the main findings that are likely to be of general relevance and interest. For greater detail on the project, the corresponding chapters of the PEIR should be read.
- 1.1.4. It is emphasised that the information presented within this PEIR is 'preliminary' and that the preferred design is evolving. Following the end of consultation, the applicant will take account of all comments that have been received on the PEIR and will undertake additional work, as appropriate, to finalise the Environmental Statement, which will form part of the application for the Development Consent Order (DCO).

# 2 LOCATION AND DESCRIPTION OF THE SCHEME

- 2.1.1. The Applicant is seeking authority to construct a Third River Crossing over the River Yare between Harfrey's roundabout on the A47 and South Denes road. The Proposed Scheme will create a direct link into the southern part of the peninsula. It will greatly improve access to the port, outer harbour, employment areas, the seafront and residential areas. It will connect the peninsula to the strategic road network via the A47. The location of the Proposed Scheme is circled in red on the map extract below.



2.1.2. The Proposed Scheme involves the construction, operation and maintenance of a new bascule bridge highway crossing over the River Yare in Great Yarmouth. For illustrative purposes, the main bridge crossing is shown on an extract from the draft highway arrangement drawing below. This drawing is presented in full as Figure 2.4 in PEIR Volume II.



Extract from Draft Highway General Arrangement Plan presented in fill as Figure 2.4 in PEIR Volume II

2.1.3. The Proposed Scheme will include the following:

- A double leaf bascule (i.e. counterweighted) bridge providing an opening span for vessel movement. This includes structures to support and accommodate operational requirements of the opening mechanism, including counterweights either at, above or below the bridge deck;
- New substructures to support the double leaf bascule bridge within the existing quays either side of the river and within the river itself, potentially requiring new temporary or permanent walls or cofferdams in the waterway to accommodate their construction;
- A new five-arm roundabout connecting the new crossing with Suffolk Road, William Adams Way and the western end of Queen Anne's Road;
- A single span bridge over Southtown Road, with either reinforced earth embankments or embankments retained by reinforced earth walls, or a combination of these, joining that bridge to the new roundabout at William Adams Way;

- Reinforced earth walls joining the new single span bridge over Southtown Road to the double leaf bascule bridge; and
- Either reinforced earth embankments or embankments retained by reinforced earth walls, or a combination of these, joining the new double leaf bascule bridge to South Denes Road.
- The closure of Queen Anne's Road at its junction with Suffolk Road, and the opening of a new priority junction onto Southtown Road providing access to the Queen Anne's Road residential area;
- Revised access arrangements for existing businesses onto the local highway network including, potentially, a new structure to allow vehicular access under the proposed crossing on the eastern bank subject to agreement with affected businesses and landowner;
- Dedicated provision for cyclists and pedestrians which tie into existing networks.
- A control tower structure located in proximity to the crossing on the western side of the river. The control tower will facilitate the 24/7 operation of the opening span of the new double leaf bascule bridge;
- The demolition of an existing pedestrian bridge on William Adams Way;
- Associated changes, modifications and/or improvements to the existing local highway network as informed by traffic modelling. This could include improvements within the existing highway boundary to some existing junctions within the red line boundary, in addition to amended parking arrangements.
- Additional signage to assist the movement of traffic in response to network conditions and the openings / closings of the double leaf bascule bridge;
- The relocation of existing allotments to compensate for an area to be lost because of the Proposed Scheme; and
- New public realm, landscape, ecology and sustainable drainage improvements.

### 3 ASSESSMENT OF ALTERNATIVES

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3.1.1. This section summarises the alternative design solutions that have been considered for the proposed scheme and the process of option-selection that has been applied. The process can be divided into two stages: (i) Option Development; (ii) Option Selection.

#### Option Development

##### *Option Development Stage 1:*

3.1.2. A Stage 1 Options Assessment Report was commissioned in 2007 to understand existing constraints and potential engineering solutions available for the provision of a crossing of the River Yare in Great Yarmouth. A broad area of interest was identified, and within this area, potential crossing options were considered, including high and low-level bridge options as well as options for a tunnel.

3.1.3. An Environmental Assessment was undertaken at Stage 1 and considered potential environmental constraints associated with the crossing -options. It reported that the scheme would have numerous impacts on the local environment, some being beneficial and some adverse.

3.1.4. The Stage 1 Assessment showed that a third river crossing would be feasible using either a tunnel or a bridge. It concluded that a bridge would be less expensive than a tunnel.

### *Option Development Stage 2:*

- 3.1.5. A Stage 2 Options Assessment Report was commissioned in 2009 to develop options further. Different types of crossing were considered, which included a fixed bridge, swing bridge, lifting bridge, bascule bridge and a tunnel.
- 3.1.6. The Stage 2 assessment also considered the alignment corridor, considering construction cost and number of bridge openings to allow vessel movements. The assessment concluded that the crossing should be located between Harfrey's Roundabout and South Denes Road. Based on this location, a list of 40 options were produced.

### Option Selection

- 3.1.7. The 40 identified options were put through an initial sift to narrow down to a selection of nine options by removing those that did not make significant contributions to meeting the scheme objectives.
- 3.1.8. The nine options which successfully met the evaluation criteria were taken forward to the final stage of sifting. This assessment identified the high level economic, environmental and social impacts of all nine options. This reduced options down to the below final three options:
- Options 32 - Suffolk Road tie-in to the west (four lane high level bridge, roundabout as west tie in and traffic signals to the east at South Denes Road);
  - Option 33 - Suffolk Road tie-in to the west (three lane high level bridge, roundabout as west tie in and traffic signals to the east at South Denes Road); and
  - Option 37 - Southtown Road tie in to the west (Single Carriageway two lane low level bridge with traffic signal junctions to the west and the east at South Denes Road).
- 3.1.9. The final three options were compared in relation to the following: overall journey times, distance travelled, queuing and total trips on the road network, cost and environmental impact.
- 3.1.10. Overall, Option 32 per was found to perform marginally better than the other two options. Option 32 was taken forward as the preferred scheme option.

## **4 CONSULTATION**

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- 4.1.1. The purpose of the consultation process is to present details of the Proposed Scheme to date and understand views on it. Before a DCO application is accepted, the Secretary of State must be satisfied that the applicant has carried out effective pre-application consultation with both specified consultees and the local community. This pre-application consultation is a key part of the DCO process.
- 4.1.2. The Applicant has been undertaking consultations on the Proposed Scheme since 2009. More recently, the Applicant has adopted a three-stage consultation process as follows:
- Stage 1: Initial engagement non-statutory consultation (November 2016 – January 2017)  
The purpose of this consultation was to invite and assess views on congestion within Great Yarmouth and the surrounding area, to share emerging proposals and to understand the level of support for the Proposed Scheme.
  - Stage 2: Scheme development non-statutory consultation (September – October 2017)  
To invite and assess views on the Proposed Scheme development work so far.
  - Stage 3: Statutory pre-application consultation (Planned for August – October 2018)  
This forms the upcoming consultation, for which the PEIR and this NTS have been prepared. The purpose of this consultation is to provide updated details on the Proposed Scheme and to invite and assess views on it, before an application for a DCO is submitted.

## 5 ASSESSMENT APPROACH

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- 5.1.1. The PEIR presents preliminary information available at the time of writing. At this stage, detailed design continues to be refined and not all potential impacts associated with the Proposed Scheme have been identified and assessed. These assessments will continue to be progressed and will be presented within the Environmental Statement.
- 5.1.2. An overarching approach has been applied to the EIA work that is being undertaken. These assessments will aim to determine potential significant effects of the Proposed Scheme.
- 5.1.3. The significance of effects will be assessed using one or more of the following criteria:
- international, national and local standards;
  - relationship with planning policy;
  - sensitivity of receiving environment;
  - reversibility and duration of effect;
  - inter-relationship between effects and cumulative effects; and
  - the results of the consultations.
- 5.1.4. Using a level of sensitivity (value) and the magnitude of an impact, the significance of an effect can be determined.

## 6 AIR QUALITY

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- 6.1.1. Studies are currently being carried out to consider potential effects of the proposed scheme on air quality. These studies are yet to be completed. Finalised versions will be reported within the Environmental Statement.
- 6.1.2. The air quality study shows that the proposed construction works could generate dust. This is likely to be caused by:
- vehicles transporting materials onto local surrounding roads;
  - site clearance;
  - landscaping;
  - demolition; and
  - temporary stockpiling of resources.
- 6.1.3. These construction activities could cause (i) dust plumes affecting visibility and amenity; (ii) dust deposition resulting in the soiling of surfaces and water; and (iii) higher concentrations of airborne particulate matter. Areas most likely to be affected include ecological sites, houses, schools, and public open spaces located down-wind of construction sites. Dust emissions can also affect human health.
- 6.1.4. Preliminary assessments indicate that measures will be required to control dust during construction. These measures are likely to include:
- installation of wheel washing facilities to minimise dust from vehicles;
  - using water as a dust suppressant;
  - covering skips;
  - turning off vehicle engines when not in use; and



- minimising dust-generating activities during dry weather.

6.1.5. The operational effects of the proposed scheme are yet to be assessed. The assessment will be presented within the Environmental Statement and will evaluate the impacts from vehicle emissions once the bridge is open.

## 7 ACOUSTICS

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7.1.1. Studies are currently being carried out to consider potential effects of the proposed scheme in terms of noise and vibration impacts. Finalised versions will be reported within the Environmental Statement.

7.1.2. The acoustic study assesses the potential for construction noise, created by:

- demolition;
- road paving;
- bridge construction;
- compound construction; and
- site preparation.

7.1.3. Vibration during construction works are likely to be related to piling activities.

7.1.4. Noise and vibration from construction activities can cause disturbance to people living and working in the vicinity, as well as staff working on the construction site. Areas most likely to be affected by noise and vibration during the construction phase are houses, schools, hospitals and community facilities. Those closest to the construction activities will experience the most noise and vibration. These impacts are likely to be temporary and intermittent. These types of impacts could be controlled by using temporary screening (such as site hoardings) and locating static noise equipment at a greater distance from sensitive areas, also ensuring that site machinery is turned off when not in use. There will be communication with the public to inform them about operations likely to cause excess noise and vibration.

7.1.5. Once the Proposed Scheme is built and open to vehicles, traffic noise and vibration can cause disturbance to people living and working near the Proposed Scheme and the surrounding area. This work is currently being progressed and a full assessment of impacts during the operational phase will be undertaken in the Environmental Statement.

## 8 NATURE CONSERVATION

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8.1.1. Studies are currently being carried out to consider the effects of the Proposed Scheme on the natural environment. This includes assessment of sites designated for their ecological importance, habitats and protected species. Some surveys are yet to be completed. All assessments will be finalised in the Environmental Statement.

### Conservation Designations

8.1.2. The proposed scheme crossed the River Yare, which has been designated as part of the Outer Thames Estuary Special Protection Area (SPA). Studies are currently being undertaken to assess whether the Proposed Scheme will affect bird species associated with the SPA.

8.1.3. Breydon Water is located approximately 2.2km to the north west of the scheme, and has been designated as (i) a SPA; (ii) a Ramsar; and (iii) a Site of Special Scientific Interest (SSSI). Breydon water is an inland tidal estuary located 2.2km to the north of the Proposed Scheme, at the confluence of rivers Yare and Bure. It supports a variety of bird species including large numbers of wildfowl and waders.

- 8.1.4. Great Yarmouth North Denes SPA and SSSI is located 3.2km from the Proposed Scheme. The site consists of a dune system on the east coast of Norfolk between Great Yarmouth and Caister and is an important example of an accreting “ness” or promontory.
- 8.1.5. The Broads National Park is located 1km to the west of the Proposed Scheme at its closest point. The Norfolk and Suffolk Broads is Britain's largest protected wetland and third largest inland waterway, with the equivalent status of a National Park.
- 8.1.6. A Habitats Regulations Assessment Screening is due to be undertaken to assess the impact of the Proposed Scheme on the sites mentioned above. The Habitats Regulations Assessment is in its preliminary stages but will be produced to support the planning application for the Proposed Scheme.

#### Ecological Assessments

- 8.1.7. Studies and assessments are planned or have already been carried out for the following species or groups:

- birds;
- aquatic ecology
- Water voles
- bats;
- badgers;
- otters;
- amphibians;
- reptiles; and
- other mammals (which include hedgehogs)

#### *Bird Species:*

- 8.1.8. Breeding bird surveys have been ongoing throughout 2018. Trees, areas of scrub and several buildings within and adjacent to the Proposed Scheme are suitable for use by breeding birds.
- 8.1.9. Bird surveys undertaken to date have identified the presence of Black Redstarts within close proximity to the proposed scheme. Black Redstarts are a protected species. Ecological assessment work will be undertaken to identify the potential impacts upon this species and the need for mitigation.
- 8.1.10. Vantage point surveys have also been undertaken to look for bird species that might be using the River Yare, particularly those birds associated with the Outer Thames Estuary SPA. The results of these surveys will inform the Habitat Regulations Assessment.

#### *Aquatic Ecology:*

- 8.1.11. Aquatic ecological assessment work is planned for late summer. The River Yare has the potential to support a range of aquatic species and communities, including fish and aquatic invertebrates living on the riverbed.

#### *Water Voles:*

- 8.1.12. A water vole survey was undertaken in August 2017. Water vole droppings and feeding remains were found along the northern and western edges of Southtown Common. More water vole surveys are being undertaken this summer (2018). The findings of these surveys will be reported in full in the Environmental Statement.

*Bats:*

- 8.1.13. Bat activity surveys were undertaken in July and August 2017 and are currently being repeated. The 2017 survey recorded very low levels foraging activity. The surrounding habitat (surrounding gardens and allotments in the vicinity of the Proposed Scheme) were fragmented and unconnected, which makes it poor quality for foraging bat species. The results from the 2018 surveys will be reported in the Environmental Statement.
- 8.1.14. It is noted that the proposed scheme will likely require the demolition of built structures. Internal and external roost surveys are scheduled to be undertaken in late summer 2018 to confirm the presence or absence of bat roosts. The findings of these surveys will be reported within the Environmental Statement.

*Reptiles:*

- 8.1.15. Most of the habitats within the footprint of the Proposed Scheme comprise either short or open sward grassland, which is unsuitable for, or of little value to, reptiles. No further reptile surveys have been proposed.

*Badgers*

- 8.1.16. Initial surveys showed no evidence of badgers in the area, so no further badger surveys will be carried out for the Environmental Statement.

*Otters:*

- 8.1.17. The main channel of the River Yare is canalised with no suitable locations for otter holts, so otters also require no further surveys for the Environmental Statement.

*Amphibians:*

- 8.1.18. Several habitats surrounding the Proposed Scheme were identified, which could be suitable for amphibians, in particular, a small pond and ditch. However, assessments show that great-crested newts (which are protected) are unlikely to be present in these waterbodies, and therefore further surveys will not be undertaken for the Environmental Statement.

*Other Mammals:*

- 8.1.19. Although the habitats surrounding the Proposed Scheme could be suitable for hedgehogs, no evidence of hedgehogs was recorded during survey work. No further survey work will be done for the Environmental Statement.

## 9 CULTURAL HERITAGE

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- 9.1.1. Studies are currently being carried out to consider potential effects of the Proposed Scheme on important buildings, conservation areas, buried archaeological remains and historic landscapes.
- 9.1.2. The following designated heritage assets within 1km of the Proposed Scheme:
- four Scheduled Monuments;
  - four Grade I Listed Buildings;
  - eight Grade II\* Listed Buildings;
  - one hundred and two Grade II Listed Buildings; and
  - six Conservation Areas.



- 9.1.3. The Dolphin Public House is a Grade II listed building located within the Proposed Scheme Boundary. Assessments are currently being undertaken to determine the potential impacts upon the Dolphin Public House and its surrounding historic setting.
- 9.1.4. There are 119 non-designated heritage assets within 500 metres of the Proposed Scheme. Eight of these are within the Proposed Scheme Boundary. Most of these non-designated heritage assets relate to World War II structures, camps and bomb crater sites, with the rest being finds and structures related to the navel and shipping history of the town.
- 9.1.5. Most impacts upon cultural heritage assets are likely to occur during the construction phase. Construction activities can lead to:
- permanent or complete loss, or damage of an archaeological feature, because of ground excavation;
  - loss of the physical and/or visual integrity of a feature, monument, building or group of monuments; and
  - permanent or temporary impacts on the setting of heritage assets from construction works.
- 9.1.6. Further surveys and assessments are underway to better understand the potential impacts of the Proposed Scheme. The operational effects of the proposed scheme are yet to be assessed. The assessment will evaluate the impacts once the bridge is open. The findings of these assessments will be reported within the Environmental Statement.

## 10 TOWNSCAPE AND VISUAL IMPACTS

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- 10.1.1. A preliminary assessment has been undertaken within the PEIR to consider the potential effects of the Proposed Scheme on townscape character and visual amenity once the bridge is open and fully functional. These studies are yet to be completed. Finalised versions will be reported within the Environmental Statement.
- 10.1.2. Townscape effects relate to the amount of change to characteristics or physical components of an urban area, whilst visual effects relate to the amount of change to an individual viewpoint of that townscape. Twelve viewpoints have been identified, from which to assess possible visual effects of the Proposed Scheme.
- 10.1.3. This assessment also considers the potential effects National Character Areas. The Proposed Scheme is located within two National Character Areas: (i) 79 (North-East Norfolk and Flegg); and (ii) 80 (The Broads). Additionally, within 500m is National Character Area 82 (Suffolk Coasts and Heaths).
- 10.1.4. The preliminary assessment has identified several possible impacts, in terms of townscape and visual effects:
- During construction, the demolition of homes and businesses, and the building of compounds and haul roads will result in a change in townscape features;
  - the demolition of homes and businesses will open up views to previously unseen buildings next to them;
  - the introduction of cranes, scaffolding and associated compounds will introduce new visual elements into existing views, during construction; and
  - the Proposed Scheme will result in a new prominent feature of a noticeably different scale and form within Great Yarmouth, resulting in noticeable impacts during the operational phase.
- 10.1.5. Control measures, such as the use of hoarding and screening, can be used to hide construction activity and storage of materials. Conclusions on the significant effects and ways to minimise such effects will be assessed and reported in the Environmental Statement.

## 11 ROAD DRAINAGE AND THE WATER ENVIRONMENT

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- 11.1.1. Studies are currently being carried out to consider potential effects during construction and operation on the water environment (which includes surface water and groundwater).
- 11.1.2. The main surface water feature within the study area is the River Yare, which the Proposed Scheme will cross. As previously stated, River Yare is part of the Outer Thames Estuary SPA. The River Bure is a tributary of the River Yare and meets it approximately 2.1km upstream of the Proposed Site.
- 11.1.3. Potential effects of the Proposed Scheme on the water environment include:
- construction-related pollution;
  - surface water and groundwater pollution from road runoff;
  - pollution from accidental spillage;
  - changes to the patterns of erosion and deposition of sediments; and
  - groundwater flows.
- 11.1.4. The assessments have identified certain control measures that can be used to reduce impacts, for example:
- safety distances from watercourses for the storage of materials;
  - methods to reduce the discharge of sediment into the River Yare; and
  - the need for emergency response equipment to be available, should it be required.
- 11.1.5. Where works are taking place inside the watercourse, some construction effects are deemed significant, although they will be temporary.
- 11.1.6. Preliminary assessment work suggests that (at this stage) the Proposed Scheme is compliant with the requirements of the Water Framework Directive, which offers protection and management of river basins.
- 11.1.7. Further assessments, consultations and monitoring are due to take place, including consideration of effects on water once the bridge is open and fully functional.

## 12 FLOOD RISK

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- 12.1.1. Studies are currently being carried out to consider potential effects of the Proposed Scheme upon flood risk. Once these studies are completed, a full Flood Risk Assessment report will be produced, as an appendix to the Environmental Statement.
- 12.1.2. The main source of flooding to the Proposed Scheme is tidal. The bridge will be inside Flood Zone 3 (which is land defined as having a 1 in 100 or greater annual probability of river flooding or land having a 1 in 200 or greater annual probability of sea flooding). This is the highest risk flood zone.
- 12.1.3. Further work is still to be undertaken to refine and develop a flood model for the Proposed Scheme. When the design of the Proposed Scheme is complete, a full Flood Risk Assessment will be carried out. Control measures to minimise the effects of the Proposed Scheme on flooding will also be suggested and surface water drainage will be assessed.

## 13 CLIMATE CHANGE

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- 13.1.1. Studies are currently being carried out to consider potential effects of the Proposed Scheme on the climate and how vulnerable the Scheme itself is to climate change. These studies are yet to be completed. Finalised versions will be reported within the Environmental Statement.
- 13.1.2. The greenhouse gas assessment considers greenhouse gas emissions associated with both the construction and operational phases of the Proposed Scheme. The greenhouse gas assessment is not restricted by geographical area, but instead includes any increase or decrease in emissions because of the Proposed Scheme.
- 13.1.3. During construction, emissions can be associated with the transport of materials to site as well as from waste generated from the site. During the operational phase, emissions can come from the maintenance and replacement of original materials, electricity consumption from lighting, and emissions caused by traffic users of the bridge structure.
- 13.1.4. Assessment work will progress as details of the emerging design become available. This will consider the effect that the scheme will have on greenhouse gas emissions. A full assessment will be undertaken for the Environmental Statement. With control measures in place, no substantial impacts are expected, in terms of greenhouse gas emissions.
- 13.1.5. Areas of the design that might be vulnerable to the effects of climate change include the road, the bridge itself, as well as cycle paths and footways. An assessment of each of these was carried out, which looked at how the feature might respond to extreme climate changes, including:
- sea level rise and storm surges;
  - changes in yearly rainfall (including drought);
  - changes in temperature;
  - gales and high winds; and
  - changes in soil moisture and stability.
- 13.1.6. The preliminary assessment showed that the roads, bridge and cycle and footways could all be susceptible to all the above, except gales and high winds, while the bridge and road are vulnerable to all of the above.
- 13.1.7. Further details and assessment, and a discussion of control measures and lasting effects will be available in the Environmental Statement.

## 14 PEOPLE AND COMMUNITIES

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- 14.1.1. Studies are currently being carried out to consider potential effects of the proposed scheme upon people and communities. An assessment looks at:
- employment opportunities because of the Proposed Scheme;
  - increased demand for accommodation, local services (education and healthcare) and recreational spaces/open space due to the influx of construction workers;
  - land take;
  - community severance (ease of access and connectivity between towns or villages);
  - amenity value of Public Rights of Way; and
  - driver stress and delay.

- 14.1.2. The preliminary assessment reported within the PEIR identified potential impacts during both (i) the construction phase; and (ii) once the bridge is open and fully functional. Construction impacts can include (but is not limited to) changes in access and amenity value of public routes, changes in driver stress and delay and an increase in employment opportunities. Operational impacts can include (but are not limited to) increased economic activity due to improved connectivity, changes in driver stress and delay and potential disruption to both land-based and marine businesses.
- 14.1.3. The preliminary assessments found that the construction of the Proposed Scheme is likely to have a mix of beneficial and adverse effects. Beneficial effects are likely to be associated with the generation of employment opportunities. However, adverse effects could arise from land take requirements and disturbance to local businesses. Changes and diversions to public routes could also have an adverse effect.
- 14.1.4. The preliminary assessment predicts that the operation of the proposed bridge crossing is likely to result in beneficial effects on economic activity, reduce driver stress and improved access across the River Yare for walkers and cyclists.
- 14.1.1. A more detailed assessment of these impacts will be undertaken and presented in the Environmental Statement. At this preliminary stage, measures for reducing adverse effects could include (but are not limited to):
- informing the public of closures and diversions to Public Rights of Way;
  - The Applicant working with contractors to provide local people with employment opportunities;
  - compliance with the Construction Environmental Management Plan;
  - provision of off-site housing or financial contributions to mitigate the loss of residential properties; and
  - providing clear diversion signs for drivers to reduce stress.

## 15 MATERIALS

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- 15.1.1. Studies are currently being carried out to consider potential effects of the Proposed Scheme in terms of materials. These studies are yet to be completed. Finalised versions will be reported within the Environmental Statement.
- 15.1.2. The assessment of impacts on material resources focused on the use of non-renewable materials needed to construct the Proposed Scheme and the waste that is likely to be produced throughout the Scheme lifecycle (in construction, demolition and site preparation).
- 15.1.3. The Proposed Scheme will consume material resources, as well as produce waste during the demolition, site preparation and construction phases. Impacts during the operational phase are thought to be insignificant, and have not be included within the assessment.
- 15.1.4. There are a range of materials required to construct the Proposed Scheme. These include (but are not limited to): steel; concrete; road and pedestrian paving materials; bricks; sand; aggregate; and timber.
- 15.1.5. Wastes likely to be generated can include: vegetation and other above ground materials produced during site clearance; hazardous or contaminated material found on or beneath the Proposed Scheme; surplus cabling; and general construction wastes (e.g. packaging and damaged goods).
- 15.1.6. At this stage is considered likely that these effects can be address with the use of control measures, such as designing out waste and implementing a Construction Environmental Management Plan, Site Waste Management Plan and Materials Management Plan.
- 15.1.7. The use of construction materials is likely to have a negative effect on the regional and national material resources. However, due to the design not being complete, the amount of materials needed has not been finalised.

- 15.1.8. During demolition and site preparation, it is expected that the amount of waste generated will be suitable for recovery at an offsite facility, which is in line with Norfolk Waste Strategies.
- 15.1.9. As there is limited information regarding material resources at this stage, the preliminary assessment concluded that further assessment will be undertaken for the Environmental Statement.

## 16 GEOLOGY AND SOILS

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- 16.1.1. Studies are currently being carried out to consider potential effects of the proposed scheme upon geology, soils and contamination. These studies are yet to be completed.
- 16.1.2. Desk-based assessments, identified the potential for contamination to be present across the site. The main areas of focus included (i) the potential for disturbance of existing contaminated land; (ii) the potential that construction could establish routes between pollution and nearby areas or their users; (iii) effects on buried infrastructure; and (iv) effects on controlled waters (from the movement of contaminants).
- 16.1.3. Drilling has been undertaken on site to take samples below ground material. This was undertaken between September 2017 and March 2018, gathered information on the ground conditions. Chemical testing has yet to be completed, the potential construction and operational impacts will be further assessed.
- 16.1.4. Construction will include works below ground, which may be potentially contaminated. If contamination is present, there is a risk that they could be disturbed during construction, potentially entering the ground or waters. Also, site users, users of nearby areas and construction workers could be affected through direct contact, taking in and breathing in contaminated soils.
- 16.1.5. Once the bridge is open and fully functional, it is predicted that all remediation work of contaminated land will have been undertaken during construction. However, in areas such as landscaping where humans could interact with the geology and soils, operational effects might include breathing or otherwise taking in contaminants from the land.
- 16.1.6. As this stage, no significant adverse effects are currently expected, but this will need to be confirmed once contamination testing has been completed. This will be reported in the Environmental Statement.

## 17 TRAFFIC AND TRANSPORT

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- 17.1.1. In order to assess the potential impacts of the Proposed Scheme, the Traffic and Transport chapter looks at the following:
- re-distribution of traffic on the existing road network;
  - effects on public transport users,
  - severance (ease of access and connectivity between communities),
  - effects on pedestrians and cyclists,
  - driver stress and delay,
  - collisions and safety,
  - fear and intimidation and
  - hazardous loads.
- 17.1.2. To date, these assessments have been supported by a Preliminary Transport Assessment, which will be updated for the Environmental Statement.

- 17.1.3. Initial assessments have found that the Proposed Scheme will result in the re-distribution of traffic on the existing road network. The assessment concluded that this is likely to have a beneficial effect by easing congestion. The predicted impacts of the Proposed Scheme once the bridge is open and fully functional are likely to be positive, overall, by:
- shortening journey times;
  - reducing congestion;
  - providing provisions for pedestrians and cyclists;
  - reducing collisions and casualties; and
  - encouraging and increasing the use of most active modes of transport (walking and cycling).
- 17.1.4. However, there may also be negative effects during the construction phase, because of construction related disruption. These are predicted to be temporary and will be fully assessed within the Transport Assessment.
- 17.1.5. A full assessment of the effects of the Proposed Scheme in relation to traffic and transport will be included in the Transport Assessment and presented in the Environmental Statement.

## **18 CUMULATIVE EFFECTS**

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- 18.1.1. The assessment of cumulative effects considers how the impacts of the Proposed Scheme might be felt, when considering the different environmental topics in combination.
- 18.1.2. Cumulative effects also consider impacts when other projects are carried out at the same time but in different places. Individually, the impact of the Proposed Development may be small. However, in combination with another project, there may be significant effects on the environment.
- 18.1.3. Finally, cumulative effects also consider impacts when other projects are carried in a similar location but at another time, as this may bring significant effects on the environment.
- 18.1.4. An assessment of the potential cumulative effects of the Proposed Scheme with those mentioned above has yet to be undertaken. The significance of these cumulative effects will be assessed within the Environmental Statement.





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## Appendix G-6 – Consultation Materials: Non-Technical Note on Transport Modelling





Norfolk County Council

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# GREAT YARMOUTH THIRD RIVER CROSSING

Non-Technical note on traffic modelling







Norfolk County **Council**

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# **GREAT YARMOUTH THIRD RIVER CROSSING**

Non-Technical note on traffic modelling

**DOCUMENT PUBLIC**

**PROJECT NO. 70041951**

**OUR REF. NO. 70041951**

**DATE: JUNE 2018**

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# CONTENTS

<b>1</b>	<b>SCOPE OF THIS NON-TECHNICAL SUMMARY</b>	<b>1</b>
<b>2</b>	<b>OVERVIEW OF THE TRANSPORT MODELS</b>	<b>2</b>
<hr/>		
<b>2.1</b>	<b>THE GREAT YARMOUTH STRATEGIC TRAFFIC MODEL</b>	<b>2</b>
	General form of the models	2
	Time Periods	2
	Data used in building the base model	2
	Model network	3
	Travel demand	3
	Assignment algorithm	3
	Base model validation	3
<b>3</b>	<b>TRAFFIC FORECASTS</b>	<b>4</b>
<hr/>		
<b>3.1</b>	<b>APPROACH TO FORECASTING</b>	<b>4</b>
<b>3.2</b>	<b>FORECAST SCENARIOS</b>	<b>4</b>
<b>3.3</b>	<b>PRESENTING THE FORECASTS</b>	<b>4</b>

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## **APPENDICES**

Appendix A





# 1 SCOPE OF THIS NON-TECHNICAL SUMMARY

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- 1.1.1. The purpose of this note is to briefly describe the processes that have been undertaken to produce the data that is presented as part of the pre-application consultation associated with proposals for the Great Yarmouth Third River Crossing (GYTRC) Scheme. This includes describing the transport models that have been developed and the data that they rely upon, how these have been used in forecasting future travel demand and how the forecasting work has been used to produce estimates of future traffic levels with and without the proposed Scheme. This is a non-technical summary which will be expanded upon, by detailed reports and technical work, during the continuing development of the scheme and the Development Consent Order application process.

## 2 OVERVIEW OF THE TRANSPORT MODELS

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### 2.1 THE GREAT YARMOUTH STRATEGIC TRAFFIC MODEL

- 2.1.1. The Great Yarmouth Strategic Traffic Model (GYSTM) was originally developed in 2002 by Norfolk County Council (NCC) and has been updated a number of times since then, including in 2003 by Mott MacDonald (MM) to represent the traffic conditions of Great Yarmouth in detail. The 2003 Great Yarmouth model was subsequently revalidated to 2008 traffic levels by MM.
- 2.1.2. The model was rebased to 2016 using new traffic data collected for the purpose of providing evidence for the GYTRC Outline Business Case (OBC) submission. Forecasts of traffic relating to the Proposed Scheme for the future years of 2023, 2038 and 2051 were created.
- 2.1.3. The model was recently updated to produce a 2018 base with reference to additional data collection and the inclusion of recently completed local highway schemes. The future year forecasts were also updated to represent changes in the Proposed Scheme design, committed infrastructure on both the Strategic Road Network (SRN) and local network, and committed land use developments.

#### GENERAL FORM OF THE MODELS

- 2.1.4. The GYSTM model framework consists of two main elements.
- 2.1.5. **Highway Traffic Model** - The highway traffic model is a traffic assignment model that predicts the travel routes and costs for vehicles travelling through the network. The model comprises a representation of the highway network which is modelled in detail in Great Yarmouth and the immediate urban areas, but with a coarser network resolution in surrounding areas to represent routes approaching Great Yarmouth. Across the town queues and delays at junctions are simulated in the model, and these are taken into account in the predictions of travel routes. Traffic demand is loaded onto the network from zones which represent areas of trip generation across Great Britain, with relatively small zone areas in Great Yarmouth and progressively larger zones further away from the town.
- 2.1.6. **Demand Model** - This is a variable demand model which varies the traffic demand in the highway traffic model. The demand model is used to represent behavioural responses to changes in travel costs such as changes in the location of trip ends, changes in mode, or changes in the timing of travel, for example from peak to off peak.
- 2.1.7. The overall modelling framework has been developed to be consistent with the guidance set out by the Department for Transport in their Web-based Transport Appraisal Guidance, WebTAG.

#### TIME PERIODS

- 2.1.8. The highway assignment model has been developed for three time periods:
  - AM Peak Hour (08:00-09:00hrs)
  - Average Inter-Peak Hour (10:00-15:30hrs)
  - PM Peak Hour (16:30-17:30hrs)

#### DATA USED IN BUILDING THE BASE MODEL

##### Overview

- 2.1.9. To develop a transport model requires information on travel patterns i.e. where people are travelling from and to and the volumes of traffic making these journeys. The network performance also needs to be represented so that travel times and junction delays are reproduced in the model.
- 2.1.10. Information required to develop the model is acquired through a number of survey methods to collect information on travel patterns and volumes and on the network performance. A summary of the key data used to develop the models is outlined in the following sections.

##### Road Side Interview Surveys

- 2.1.11. The highway traffic model makes use of new roadside interview (RSI) data collected in 2016. These surveys capture a sample of drivers at interview locations to ascertain for each journey the start and end of their trip and the purpose of the journey, amongst other data collected. Surveys were carried out over 12 hour periods at key locations to capture the major traffic movements in the Great Yarmouth area.

### **Traffic count data**

- 2.1.12. In 2016, a traffic data collection exercise was carried out across Great Yarmouth. Data collected included links counts and junction turning counts. Some counts were used in model development and others to adjust and check that the highway model accurately represents the existing situation.

### **Journey time data**

- 2.1.13. The highway model makes use of 2016 journey time information (ie time taken to traverse the highway network from a point A to a point B) which was collated for a selection of routes running in or around Great Yarmouth. The purpose of this exercise is to provide data that allows the model to be adjusted and checked against observed conditions.

## **MODEL NETWORK**

### **Geographical extent of model and network hierarchy**

- 2.1.14. The geographical extent of the highway model has been designed so that it is suitable for assessing the impact of the Third River Crossing and other schemes that are currently being implemented or developed for implementation. This means the model can reflect traffic routing in and around the Great Yarmouth urban area and strategic traffic travelling from the surrounding areas to the town and around it.

### **Zoning**

- 2.1.15. The zoning system consists of 240 zones in total covering the whole of Great Britain, with smaller zones in the study area in Great Yarmouth and progressively larger zones further away from Great Yarmouth.

## **TRAVEL DEMAND**

- 2.1.16. The travel demand has been produced by merging observed travel data with estimates made from a travel estimation model. The observed data from the RSIs and traffic counts are used to build tables of observed travel demand between the zones in the model, whilst the travel estimation model predicts the travel between zones based on the households and employment in each zone and the distance between the zones. The observed data can only capture travel that has been observed where the RSI surveys took place, so merging this data with the estimated demand means that movements can be included that have not been fully observed by RSI surveys. The combined data is then adjusted to match observed count data.

## **ASSIGNMENT ALGORITHM**

- 2.1.17. The route choice during a model assignment is largely determined by the travel cost incurred on each route. The travel cost for a particular route between two zones is a function of the travel time, the distance travelled, plus any fares/ tolls for the particular route. These travel costs are calculated by the transport models for all possible routes on the networks and the travel demand is then assigned to the least cost routes. The process is repeated a number of times until an optimum or equilibrium is produced. The convergence of the iterative process is monitored and checked to make sure it meets standard targets.

## **BASE MODEL VALIDATION**

- 2.1.18. The 2016 base model was built, calibrated and validated (adjusted and checked) against an independent set of traffic counts and the journey time data.
- 2.1.19. Recently, the changes from 2016 to 2018 in network, land use and traffic flows were analysed. Traffic counts from 2018 were compared to 2016 and the results showed that flows had not increased from 2016 levels. Land use and network changes were provided by NCC. Again this showed minimal changes from 2016. As a result the 2016 network was updated to 2018 and the 2016 demand assigned on it. This was considered to accurately represent the traffic conditions of 2018.

## 3 TRAFFIC FORECASTS

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### 3.1 APPROACH TO FORECASTING

3.1.1. Traffic forecasts were produced for three forecast years, the year of scheme opening, 2023, the design year, 2038, and the horizon year, 2051. Forecast scenarios with and without the proposed GYTRC Scheme were produced and the following changes apply for each of the forecast years:

- A set of transport network changes (indicated in the table in Appendix A);
- Assumptions about changes in values of time and vehicle operating costs over time;
- A set of development assumptions;
- Application of National Trip End Model (NTEM) growth factors as a control on trip growth; and
- Use of the Road Transport Forecasts for growth of freight traffic.

3.1.2. The highway network and development assumptions were arrived at through a process of identifying potential transport improvements and development proposals, and assessing of the likelihood of each of these proposals occurring. In the case of the highway network the changes included not only the GYTRC scheme itself but also known traffic management and highway improvements and highway changes associated with developments.

3.1.3. The resulting forecasts produced reference levels of travel demand, but these did not account for the change in travel costs that would arise from any increased demand. To take account of this a variable demand modelling process was applied in accordance with the DfT WebTAG Guidance. This modified the reference travel demand with changes in trip distribution and travel mode to account for changes in the travel costs.

### 3.2 FORECAST SCENARIOS

3.2.1. Traffic forecasts have been prepared for three different scenarios, referring to the level, distribution and structure of population, households, employment, and car ownership, which affect car availability, as well as general economic variables such as the level of GDP and fuel prices. Scenarios combine growth information from known committed development and background growth from national forecasts and typically include:

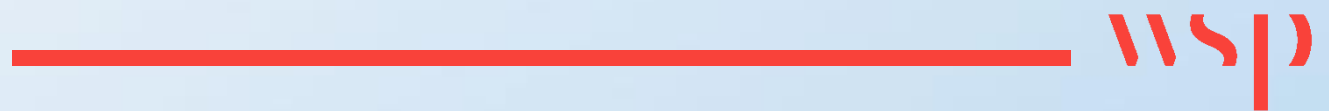
- Core Scenario;
- Low Demand Scenario; and
- High Demand Scenario.

### 3.3 PRESENTING THE FORECASTS

3.3.1. The transport models produce forecasts for each of the time periods. For the purpose of presenting the results at the Consultation these output traffic flows have been combined and factored to a representative two-way Annual Average Daily Traffic flow (AADT). These are presented on plans and also tabulated. Traffic data is also available for each of the time periods and directions at the same locations for which that AADTs are shown on the plans.

# Appendix A

## TRANSPORT NETWORK CHANGES



**Table 1 - Highway Scheme Coding**

<b>Scheme</b>	<b>Base Year 2018</b>	<b>Opening Year 2023</b>	<b>Design Year 2038</b>	<b>Horizon Year 2051</b>
Improvements to Fuller's Hill roundabout	Yes	Yes	Yes	Yes
Improvements to North Quay and The Conge	Yes	Yes	Yes	Yes
Improvements to GY Station Access*	No	Yes	Yes	Yes
Improvements to Vauxhall roundabout	No	Yes	Yes	Yes
Improvements to Gapton Hall roundabout	No	Yes	Yes	Yes
Improvements to Southtown Rd /Station Rd junction	No	Yes	Yes	Yes
Third River Crossing**	No	Yes	Yes	Yes

\* This scheme was not included in the base year, because at the time that traffic data was collected the improvements were under construction.

\*\* Just in the with TRC scenario







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## Appendix G-7 – Consultation Materials: Design Process Summary



# Great Yarmouth Third River Crossing Design Process Summary

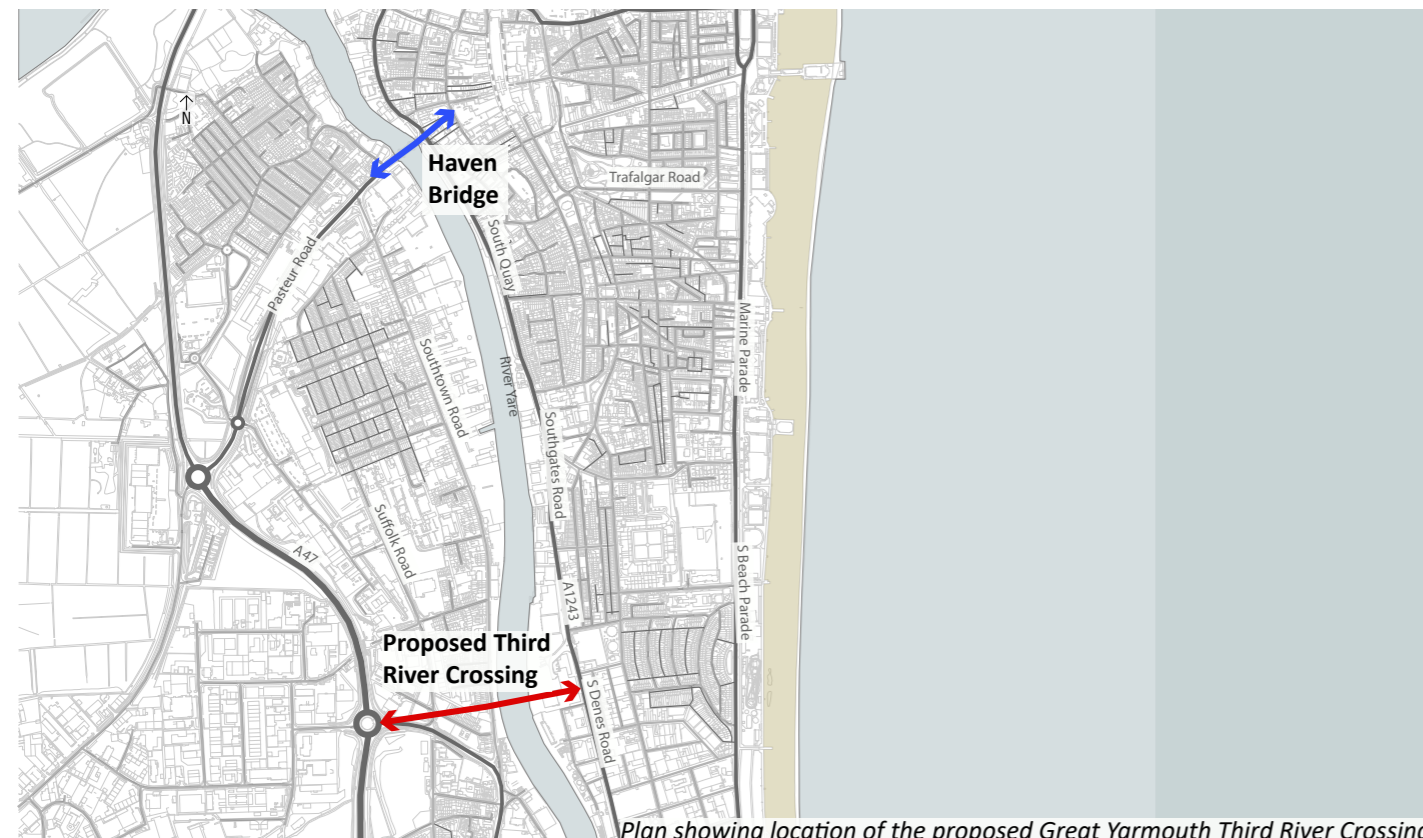
August 2018

## Introduction

The Third River Crossing scheme involves the construction, operation and maintenance of a new crossing of the River Yare in Great Yarmouth. The new crossing links the A47 at Harfrey's Roundabout with South Denes Road ("the Proposed Scheme").

The high level strategic objectives of the Proposed Scheme are:

- To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs and enhancing the port's role as an international gateway;
- To improve access and strategic connectivity between Great Yarmouth port and the national road network thereby supporting and promoting economic and employment growth (particularly in the Enterprise Zone);
- To support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy;
- To improve regional and local access by enhancing the resilience of the local road network, reducing congestion and improving journey time reliability;
- To improve safety and to reduce road casualties and accidents, in part by reducing heavy traffic from unsuitable routes within the town centre;
- To improve access to and from the Great Yarmouth peninsula for pedestrians, cyclists and buses, encouraging more sustainable modes of transport and also reducing community severance; and
- To protect and enhance the environment by reducing emissions of greenhouse gases and minimising the environmental impact of the Proposed Scheme.



Plan showing location of the proposed Great Yarmouth Third River Crossing

In a Direction made under section 35 of the Planning Act 2008 dated 26th February 2018, the Secretary of State (SoS) confirmed that he was satisfied that the Proposed Scheme was nationally significant and directed that the Proposed Scheme, together with any matters associated with it, was to be treated as development for which development consent is required. The SoS was of the opinion that the Proposed Scheme was nationally significant for the following reasons:

- "The Port has a nationally significant role in the renewable energy sector and the offshore gas and oil industry and the scheme will substantially improve connectivity and resilience for port activities;
- The scheme will support the delivery of existing and potential renewable energy Nationally Significant Infrastructure Projects (NSIPs); and
- Supports the Port's role as an International Gateway".

It was also noted that, in addition, "the scheme will improve the offer of the Port through better connectivity to the Enterprise Zone". The consequence of the Direction is that the Proposed Scheme is now subject to the consenting regime comprised in the Planning Act and associated subordinate legislation (including the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The Proposed Scheme therefore cannot proceed unless the SoS decides to grant development consent by making a Development Consent Order (DCO). Norfolk County Council thus intends to submit an application for a DCO in Spring 2019.

## Design Intent:

A design-led development for the Proposed Scheme has ensured all parties involved in the development of the design share a common understanding of the underpinning objectives. The overarching aspirations are to ensure the Proposed Scheme and its connections with the surrounding context offer the most appropriate solution with opportunities maximised.

## Design Process

Assessment work to consider possible options was undertaken between 2003 and 2009 which led to Norfolk County Council adopting a preferred route for the Third River Crossing in December 2009. During the examination of crossing options the following alternatives have been considered and discounted:

**Tunnel** – a tunnel option would have no impact on the operation of the port once complete but would take approximately 3 years to construct, and would have a greater impact on the port during construction. A tunnel would require mechanical and electrical systems for ventilation, drainage and fire protection. It would be difficult to prevent flood waters from entering the tunnel so temporary closures due to flooding could be considered a possibility.

**Fixed bridge** - a fixed bridge that was high enough to allow vessels to pass beneath without opening would need much greater areas for approach ramps. This would have greater impact on surrounding residential and business areas and would make it very difficult to link with the existing highway network on either side of the river.

**Swing Bridge** – a swing bridge would require a greater area of quayside to accommodate it when open. At the Stage 2 consultations in Summer 2017 a swing bridge was presented as an alternative to the preferred option of a twin leaf bascule bridge. The results of this consultation confirmed the view that there is overall support for the proposed scheme of a bascule bridge at 4.5m clearance.

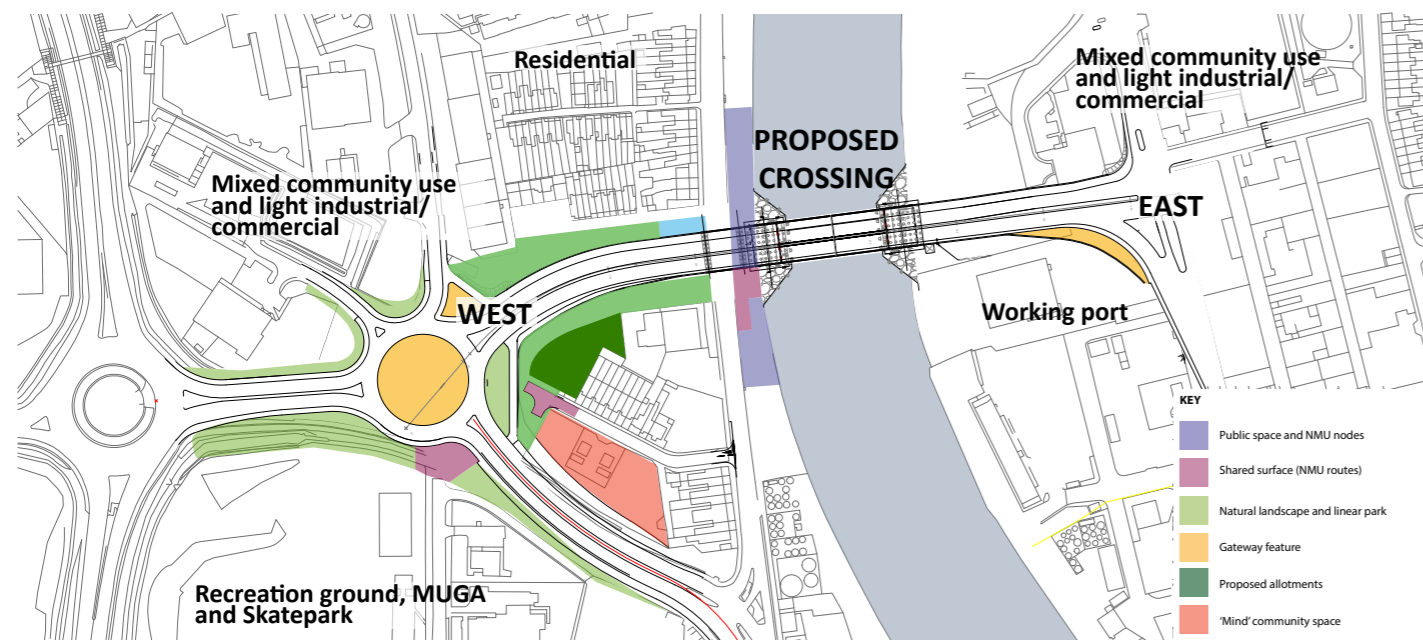


## Design Process

The Proposed Scheme is being developed by a multidisciplinary team including; transport planners; environmental specialists; landscape and urban designers; as well as engineers specialising in highways, structures, geotechnics, and maritime. This integrated team has collaborated with Norfolk County Council to design the most appropriate project for the town.

The design has been developed considering ways to maintain the functionality of the navigable river, and optimise the road network and the crossing as a whole. An opening bridge is required to allow the passage of boats and large vessels along the river. The Stage 2 Consultations in Summer 2017 helped to confirm that the best solution for an opening structure is a bascule bridge with a clearance of 4.5m above Mean High Water High Spring Level (MHWSL).

The Proposed Scheme design has evolved over recent years, with refinement of how the bridge could operate, look and how it will contribute to creating a new 'place' in Great Yarmouth. In line with the high level objectives of the project, the new crossing aims to offer a positive experience for all users and to enable healthy lifestyle choices for the people of Great Yarmouth.



Character Area Diagram with Below Deck Counterweight Option

## Design Components

Design development has followed an iterative process involving multiple design disciplines to create a cohesive scheme.

The scheme can broadly be divided into the following components:

- Bridge Mechanism
- Support structure and piers
- Other structures and furniture
- Highways and cycling/walking routes
- Approaches and public realm

## Bridge Mechanism:

The initial design for a double leaf bascule was compared with alternative mechanism options to determine if there was a more functional, cost effective option that would be quicker to build. Key criteria for comparing the mechanism options included; safety, reliability, constructability, cost, environmental impact, and compliance with the high level objectives and design intent.

The most suitable bridge mechanism for the crossing was identified as a twin leaf bascule bridge. This mechanism permits a movable span section providing a minimum of 50m clear navigation channel between fendering. It will also provide 4.5m clearance over the water above MHWSL to the underside of the bridge when lowered. In consultation with Great Yarmouth Port Company (GYPC), vessel simulation modelling has been undertaken to confirm the effects of setting the navigation channel width at a minimum of 50m between fenders.

There has been exploration by designers to determine the optimal double leaf bascule type. These have ranged between below deck counterweight and over-head counterweight options.

Although the height and horizontal alignment of the bridge deck is fixed, the design retains some flexibility in relation to the range of opening mechanisms under consideration. This will allow for some innovation by a contractor and hopefully reduce cost. The environmental assessments undertaken to date have taken account of this range of opening mechanisms by assessing a 'worst case'. The proposal for the opening mechanism will be fixed when the application for a DCO is submitted.



Below Deck Counterweight (possible illustrative design)



Above Deck Counterweight (possible illustrative design)

## Support Structure and Piers

The Proposed Scheme currently comprises a fixed bridge over Southtown Road\* and a central opening span over the River Yare. The height has been influenced by the gradients required for the highway connections to the existing network.

Depending on the overall design and the mechanism chosen to facilitate the opening of the central span, there may be supporting walls or piers beneath the bridge. A bascule bridge with below-deck counterweights may need structures extending into the river to accommodate the counter weight mechanism.

\*If a bridge with counterweights above the deck is constructed, the double-leaf bascule bridge and the single-span bridge over Southtown Road could be combined into a single, longer, structure, without separation between these two parts.



## Other Structures and Furniture

### Control Tower:

The location and scale of this functional structure means it must be designed appropriately for its setting and surrounding context. The requirement for a control tower will be informed by the anticipated Bridge Operator and Port Authority. It will contain key apparatus for operating the opening span of the bridge and provide appropriate field of vision to ensure the safety of bridge users and marine traffic.

Three provisional locations (A, B, C) have been identified for the control tower. The control tower location and design is dependent on the bridge and mechanism design and will be developed in tandem with these components. This is to maintain flexibility for the DCO and ensure all components fit with the functionality and aspirations of the Proposed Scheme.



Provisional Control Tower Locations With below Deck Counterweight Option

### Bridge Furniture:

Other functional bridge components such as lighting, parapets, and wigwags (crossing signals) are still being developed. The design of these will tie into the design of the bridge mechanism and the overall design aesthetic.

To ensure an optimum opening and closing sequence, pedestrian movement will be managed separately to vehicles. This requires separate pedestrian holding areas to be included in the design, allowing more traffic to pass over the bridge before opening and closing operations, decreasing the traffic build up back to the junctions.

## Highways and Cycling /Walking Network

The Proposed Scheme involves new highway links to the surrounding highway network including a new roundabout on William Adams Way connecting to Harfrey's Roundabout on the west and a new controlled junction at South Denes Road on the east side. The new roundabout on William Adams Way will be approximately 2m above the surrounding terrain and the new carriageway will rise to approximately 7.2m above Southtown Road. Access to Queen Anne's Road will be from Southtown Road. The design of the elevated bridge approach embankments is subject to the contractor design and will be retained either by reinforced soil or reinforced concrete retaining walls.

The Proposed Scheme will provide direct access for business and industrial traffic to the southern peninsula avoiding the town centre, tourism, heritage and residential areas. It will also provide a new strategic connection for cyclists and pedestrians linking communities on both sides of the River Yare, including Southtown Common Recreation Ground which is a key public space.

A network of walking and segregated cycle routes are linked by a combination of controlled and uncontrolled crossings at locations to encourage walking and cycling journeys. Southtown Road is an important north-south link supporting nine bus routes and the scheme provides the opportunity to improve the bus stop provision.



Proposed Scheme and Wider Cycling Network

The scheme considers the relocation of an existing bus stop on the eastern side of Southtown Road, a new section of segregates cycle path and a new crossing. This will enable this area to function as a transport hub along this key North to South route.

The proposed bridge and approach road include footways on either side and a segregated cycleway on one side. This connects to existing and proposed cycle facilities on the west side of the river. On the east side the segregated cycle lane links to advanced stop lines at the proposed traffic signalled junction on South Denes Road, allowing access onto Sutton Road and the wider cycle network beyond. The consideration of the provision of a shared footway and cycleway on both sides of the new crossing, as an alternative, is subject to further investigation and engagement with the stakeholders.



## Public Realm, Approaches and Planting

### Public Realm

The existing quay at Southtown Road sits above street level however part of the quay area has been incorporated into the scheme to create Bollard Quay: a new riverside public space associated with the new bridge structure. Proposed levels within the space will be designed to improve the relationship between street and riverside edge providing integrated accessible step and ramped access to the upper level that overlooks the river. The type of mechanism developed for the double leaf bascule bridge will determine the footprint of the support structures on Bollard Quay and inform the final design of the public space and connecting walking and cycling routes



Masterplan of Proposed Scheme with Below Deck Counterweight Option

### Approaches

The new roundabout and elevated approaches creates an opportunity to enhance cycling/walking connections and improve bio-diversity through varied planting and tree species on the western side of the proposed scheme.

The shared cycling/footway routes, referred to as 'green routes,' have been proposed to connect Suffolk Road and Southtown Common with Southtown Road and the wider cycle network.

The green routes have been designed to allow for maintenance access to the bridge approach embankments and proposed planting and trees.

The green route on the southern side of the bridge approach will connect to modified arrangements at the western end of Queen Anne's Road, the proposed allotment relocation site and the community 'Mind' site. The green route on the northern side of the bridge approach is a pedestrian and cycle connection to Suffolk Road and the bridge deck.



- ① Southtown Common
- ② Suffolk Road
- ③ Southtown Road
- ④ Northern green route
- ⑤ Southern green route
- ⑥ New roundabout
- ⑦ Relocated allotments
- ⑧ 'Mind' community space
- ⑨ Shared cycle and footway
- ⑩ Bridge approach
- ⑪ Control tower A, public stairs & lift
- ⑫ Ramp and steps

Plan of Proposed New Roundabout, Western Approach and Green Routes

### Conclusion

Whilst components of the bridge opening mechanism still retain an element of flexibility, the design process is underpinned by a robust review process to ensure the Proposed Scheme provides the best response to the opportunities and aspirations for the crossing and its connections to the wider context. The design process ensures that the High Level objectives are met and the crossing will optimise the functionality of the navigable river, the road network and create a new 'place' for the town of Great Yarmouth for all users to utilise and enjoy for years to come.



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## Appendix G-8 – Consultation Materials: Questions and Answers



# **Great Yarmouth Third River Crossing Statutory Pre-application Consultation**

## **Frequently Asked Questions and Answers**

### **Project aims and funding**

#### Why do we need the Great Yarmouth Third River Crossing?

The Great Yarmouth Third River Crossing (“the Proposed Scheme”) is needed to deliver the following objectives:

- To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of renewable energy NSIPs and enhancing the port’s role as an international gateway;
- To improve access and strategic connectivity between Great Yarmouth port and the national road network thereby supporting and promoting economic and employment growth (particularly in the Enterprise Zone);
- To support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy;
- To improve regional and local access by enhancing the resilience of the local road network, reducing congestion and improving journey time reliability;
- To improve safety and to reduce road casualties and accidents, in part by reducing heavy traffic from unsuitable routes within the town centre;
- To improve access to and from the Great Yarmouth peninsula for pedestrians, cyclists and buses, encouraging more sustainable modes of transport and also reducing community severance; and
- To protect and enhance the environment by reducing emissions of greenhouse gases and minimising the environmental impact of the Proposed Scheme.

#### How much would the Proposed Scheme cost and how would it be funded?

In 2017 Norfolk County Council, as highways authority, submitted an Outline Business Case (i.e. a bid for a funding contribution) to the Department for Transport (DfT). The submission to DfT set out the project cost as approximately £120m. The Autumn Budget 2017 allocated a Government contribution of £98m towards the Proposed Scheme. The remaining cost will be locally funded and is likely to come from a range of sources.

#### Can this Government funding be used for other local transport proposals?

No, the funding contribution from the DfT specifically relates to the Proposed Scheme. Therefore the funding cannot be used on other transport schemes.

### **Obtaining development consent for the project**

#### Why is development consent under the Planning Act 2008 needed?

The Planning Act 2008 (‘the Planning Act’) provides a specialised regime for assessing and consenting nationally significant infrastructure projects. On 26 January 2018, Norfolk County Council formally requested that the Secretary of State for Transport should use the power under Section 35 of the Planning Act to direct that the Proposed Scheme should be treated as development for which development consent is required.

In the direction of 26 February 2018, the Secretary of State confirmed that he was satisfied that the scheme is nationally significant. He therefore directed that the Proposed Scheme, is to be treated as development for which development consent under the Planning Act is required.




### What is the effect of needing development consent?




The effect of the Secretary of State for Transport's direction means that Norfolk County Council will require a Development Consent Order (DCO) under the Planning Act in order to construct, maintain and operate the Proposed Scheme.

An important feature of the Planning Act regime is that it is designed, so far as possible, to provide a single forum for assessing every aspect of the merits of a proposed project. The intention is that if a DCO is made, the need for other regulatory permissions and consents should be kept to a minimum. For example if the DCO is granted, planning permission will not be required. The DCO can also include a wide range of provision about matters related to the Proposed Scheme, such as compulsory acquisition of land, road closures and alterations, traffic restrictions and matters concerning the River Yare (including a Deemed Marine Licence).

### What is the process for obtaining development consent and how long will this take?

The Planning Inspectorate (PINS) is responsible for administering the DCO process on behalf of the Secretary of State. This includes the appointment of Inspectors to act as the "Examining Authority" who will examine applications for DCOs and provide recommendations to the Secretary of State for Transport, who then decides whether the DCO should be made. The process of obtaining a DCO can be summarised in 6 key stages:

	Stage	Approximate Timescales for the Proposed Scheme
	<b>Pre-application</b> - During this period the scheme proposals are developed and pre-application consultation and publicity is undertaken.	Norfolk County Council intends to submit a DCO application to PINS in Spring 2019.
	<b>Acceptance</b> - Before a DCO application can proceed to assessment, it will be checked for compliance with various requirements, including that the County Council has carried out effective pre-application consultation and publicity.	PINS, on behalf of the Secretary of State for Housing, Communities and Local Government, has 28 days to decide on whether to accept the application.
	<b>Pre-examination</b> - If the application for a DCO is accepted, this will be the subject of notification and publicity to be carried out by Norfolk County Council. The public will be able to register with PINS and provide a written summary of their views on the application. This will enable them to become an Interested Party and participate in the Examination. Preparation for the	The pre-examination process does not have a prescribed period, however this generally takes in the region of three months and is expected to take place in Spring/Summer 2019.

	Examination will take place, including a Preliminary Meeting which Interested Parties will be invited to attend.	
	<b>Examination</b> - During the DCO examination, those who have previously registered to have their say as Interested Parties will be invited to provide more details of their views in writing and can also request open floor hearings and compulsory acquisition hearings. The Examining Authority may also decide to hold Hearings.	The Examination period lasts up to a maximum of six months and is expected to start in Summer 2019.
	<b>Decision</b> - Within three months of the examination period concluding the Examining Authority will make a recommendation to the Secretary of State for Transport, who will then decide, within a period of three months, whether to make the DCO.	The decision from the Secretary of State for Transport can take up to six months following the end of the examination period. This is expected in Spring/Summer 2020.
	<b>Post Decision</b> – There is an opportunity for legal challenge of the decision.	The Planning Act requires that a challenge is made within six weeks of the Secretary of State's decision.

The Proposed Scheme is currently at the Pre-application stage.

### When is the application for a DCO proposed?

Norfolk County Council propose to make the application for a DCO for the Proposed Scheme in Spring 2019.

### Consultation

#### What consultation has been undertaken on the Proposed Scheme?

Norfolk County Council has undertaken two previous consultations. These were as follows:

**Non-statutory Initial Engagement Consultation (Stage 1)** undertaken in 2016/2017. The purpose of this consultation was to invite and assess views on congestion within Great Yarmouth and the surrounding area, to share emerging proposals and to understand the level of support for the scheme. The key findings from this consultation were:

- Congestion in Great Yarmouth is considered a serious issue;
- The Proposed Scheme would make journeys faster;
- Congestion would be reduced by the new crossing.

**Non-statutory Scheme Development Consultation (Stage 2)** undertaken in Summer 2017. The purpose of this consultation was to invite and assess views on the scheme development work so far. The key findings from this consultation were:

- Support for the scheme remains high;
- There is overall support for the Proposed Scheme of a bascule bridge at 4.5m clearance;
- A key concern relates to how the bridge affects port business and the passage of vessels on the river;
- The consultation identified a number of suggestions regarding how the scheme could be improved.

### Why are you consulting again?

As part of the process of applying for a DCO, Norfolk County Council is required to carry out pre-application consultation and publicity in accordance with the Planning Act 2008 and have regard to the responses received.

Norfolk County Council is undertaking its pre-application (Stage 3) consultation between 20 August 2018 and 5 October 2018. The consultation shows the current Proposed Scheme that is intended to form the basis of the application for a DCO. The responses to this consultation will help the Council refine and resolve the Proposed Scheme and will be documented in a consultation report, which will form part of the documents submitted in the application.

## **Development of the Proposed Scheme**

### How did you select the potential location for the crossing?

Assessment work to consider possible options was undertaken between 2003 and 2009 which led to Norfolk County Council adopting a preferred route for the Third River Crossing in December 2009.

### Have any other options been considered?

During the examination of crossing options the following alternatives have been considered and discounted:

**Tunnel** – a tunnel option would have no impact on the operation of the port once complete but would take approximately 3 years to construct, and would have a greater impact on the port during construction. A tunnel would require mechanical and electrical systems for ventilation, drainage and fire protection. It would be difficult to prevent flood waters from entering the tunnel so temporary closures due to flooding could be considered a possibility.

**Fixed bridge** - a fixed bridge that was high enough to allow vessels to pass beneath without opening would need much greater areas for approach ramps. This would have greater impact on surrounding residential and business areas and would make it very difficult to link with the existing highway network on either side of the river.

**Swing Bridge** – a swing bridge would require a greater area of quayside to accommodate it when open. At the Stage 2 consultations in Summer 2017 a swing bridge was present as an alternative to the preferred option of a twin leaf bascule bridge. The results of this consultation confirmed the view that there is overall support for the Proposed Scheme of a bascule bridge at 4.5m clearance.

## **Environmental Assessment**

### How will the impact on the environment be assessed?

The Proposed Scheme will be an “EIA development”, which means that it will be subject to a statutory Environmental Impact Assessment under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

An Environmental Statement will accompany the application documents for a DCO. This will identify, describe and assess the likely significant effects of the Proposed Scheme on the environment both during construction and once it is in operation.

For this Stage 3 pre-application consultation in Summer 2018, a Preliminary Environmental Information Report (PEIR) has been produced which provides information on the potential environmental effects of the current Proposed Scheme. The PEIR uses information that is currently available to us and recognises that aspects of the Proposed Scheme are yet to be finalised. A non-technical summary of the PEIR has also been produced.

Both the PEIR and its non technical summary will be available to view on Norfolk County Council's website ([www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)) from 20 August 2018. The documents form part of the pre—application consultation and the Council will welcome comments on the content.

### Will flooding affect the new crossing? How are we mitigating this risk?

The new crossing will be designed at a level above even extreme tidal flood events where climate change is considered. The 0.1% Annual Exceedance Probability (1 in 1000 chance of occurrence in any given year) tidal flood event including an allowance for significant sea level rise is below the proposed level of the new crossing.

The flood risk to the new crossing as well as the impact of the new crossing on flooding is being investigated using a hydraulic model of the River Yare through Great Yarmouth. The new crossing will be designed to limit the impact of the scheme on flooding within Great Yarmouth and we are working with the Environment Agency closely to ensure there are no adverse effects resulting from the new crossing in terms of flood risk.

## **Land**

### Are you talking to landowners whose properties are located within the footprint of the scheme?

Norfolk County Council will need to acquire land in order to build the Proposed Scheme. Where we do not already own or control the land, we have started negotiations with the relevant landowners. In addition many of the residential properties directly affected by the Proposed Scheme have already been purchased by NCC.

However, as part of our application for Development Consent Order we intend to apply for powers which would allow us to acquire land, and rights over land,

compulsorily (subject to payment of compensation) if it has not been possible to acquire by agreement.

### Would there be any compensation be offered to those who live near the Proposed Scheme?

Under Part 1 of the Land Compensation Act 1973 compensation can be sought by people who own and also occupy certain property that has been reduced in value by physical factors caused by the scheme but have not had any land acquired for the scheme itself.

The physical factors are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the property of any solid or liquid substance. Other factors such as the loss of view or privacy cannot be included in the claim for compensation.

To claim, you must be the owner of the property on the date the road first comes in to public use. This is known as the 'relevant date'. You must also still be the owner on the date you claim.

In addition to being the owner, you must also occupy the property as your home at the date you claim. The exceptions to this are where you have let the property to someone else or there is another legal reason preventing you from occupying the property.

The first day for claiming compensation is a year and a day after the new or altered highway first comes into public use. This is known as the 'first claim day'.

## **Design**

### What will the new crossing look like?

The Stage 2 Consultations in summer 2017 helped confirm our view that the best solution for an opening bridge is to provide a double leaf bascule bridge with a minimum clearance of 4.5m above Mean High Water High Spring Level (MHWSL) to the underside of the bridge when lowered.

The height and horizontal alignment of the bridge deck is already fixed. However, at present we would like to retain some flexibility regarding the type of opening mechanism to allow contractor innovation and hopefully reduce cost.

For the pre-application consultations we have produced illustrative images showing range of opening mechanisms being considered. The opening mechanism will be fixed when we submit our application for a Development Consent Order.

### What provision would be made for cyclists and pedestrians?

Great Yarmouth has a cycle network, which includes Pedalway Routes that utilise Southtown Road and Admiralty Road on either side of the River Yare. The current Proposed Scheme has cycle facilities to link these two routes. These would include a 4.5m segregated footway/cycleway on the north side and a 2.5m footway on the south side.



### [What are the opportunities for open space?](#)

The area around the bridge support structure at Bollard Quay on the western side of the River Yare provides the opportunity for a new public space, for pedestrians and cyclists. The type of mechanism developed for the double leaf bascule bridge, and the impact and footprint upon Bollard Quay, will further inform the design of the public space and connecting pedestrian/cycle routes. The public space will also be designed to allow access for maintenance to the crossing.

The western approach to the crossing features pedestrian and cyclist routes north and south of the embankment structures, to enhance connectivity between Southtown Road and destinations west of this area including Suffolk Road, the allotments, and Southtown Common. There is an opportunity to enhance these areas through varied planting and tree species.

## **Traffic impacts**

### [What are the traffic impacts of the new crossing?](#)

A highway traffic model has been used to forecast impacts on traffic as a result of the Proposed Scheme. This takes account of the predicted number of openings of the bridge to allow the passage of vessels. The pre-application consultation materials provide details of the forecast vehicle flows with and without the scheme for the future years of 2023 and 2038.

### [What are we doing to coordinate our plans with those being proposed by Highways England for the A47?](#)

Norfolk County Council is working closely with Highways England (HE) to ensure their proposed improvements to the A47 junctions scheme are compatible with the Proposed Scheme and to maximise the overall benefits of both schemes. We are currently undertaking traffic modelling on behalf of HE to determine the most appropriate A47 junction improvements to support the planned enlargement and probable signalisation of the Vauxhall Roundabout.

Part of Highways England's overall scheme was to provide a right turn out of the railway station junction onto Acle New Road. It was agreed that it would be beneficial to implement this right turn sooner, so with agreement and funding from HE, we have already constructed this as part of our programme of construction works and it opened in May 2018.



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## Appendix G-9 – Consultation Materials: Scheme Visualisations



**Great Yarmouth Third River Crossing**  
**Stage 3 (Statutory Pre-application) Consultation**  
**Proposed Scheme Visualisations**

**Introduction**

This document shows a number of visualisations of the Proposed Scheme. The plan on the following page shows the locations of each visualisation.

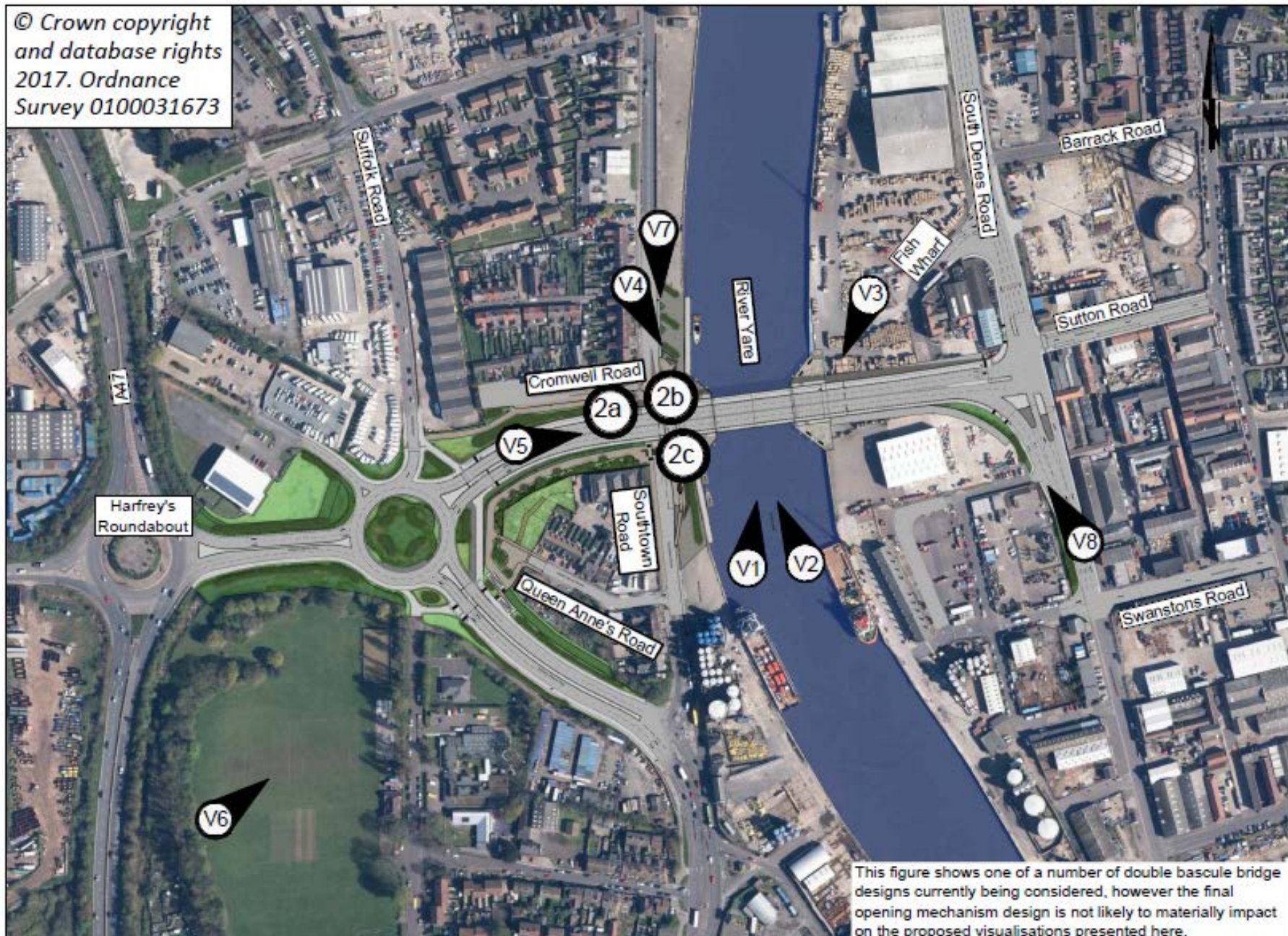
We are proposing a double leaf bascule bridge (a type of lifting bridge – similar in operation to the existing Haven Bridge). The height and horizontal alignment of the bridge deck is already fixed. However, at present we would like to retain some flexibility regarding the range of structure and opening mechanism to allow contractor innovation and hopefully reduce cost.

Therefore, these visualisations are indicative and each page shows the range of opening mechanisms for the bridge that are being considered. The environmental assessments undertaken to date have taken account of this range of opening mechanisms by assessing a ‘worst case’. **We welcome your views on the illustrative visualisations but please note the final design may be different to those shown.**

The visualisations show the control tower in location **(2a)**, however three provisional locations have been identified for the control tower depending on the type of bascule bridge chosen. These are shown as **(2a)**, **(2b)** and **(2c)**.

**The opening mechanism and tower location would be fixed when we submit our application for a Development Consent Order.**

## Visualisation Locations





**Visualisation V1: Proposed crossing in closed position looking north from the centre of the River Yare**

Illustrative example of bascule bridge with counter weights below bridge deck and structures built into the river

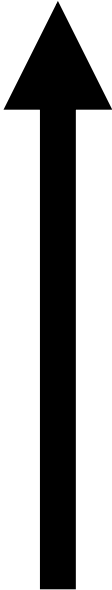


Illustrative example of bascule bridge with counter weights above bridge deck and piers in the river

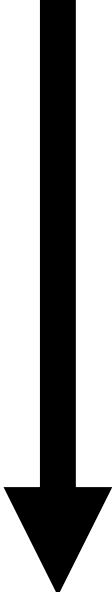


# Visualisation V2: Proposed crossing in open position looking north from the centre of the River Yare

Illustrative example of bascule bridge with counter weights below bridge deck and structures built into the river



Range of opening mechanisms



Illustrative example of bascule bridge with counter weights above bridge deck and piers in the river



**Visualisation V3: Proposed crossing in closed position looking south west from near Fish Wharf**

Illustrative example of bascule bridge with counter weights below bridge deck and structures built into the river



Illustrative example of bascule bridge with counter weights above bridge deck and piers in the river



**Visualisation V4: Proposed crossing in open position looking south east from near Waveney Road**

Illustrative example of bascule bridge with counter weights below bridge deck and structures built into the river



Illustrative example of bascule bridge with counter weights above bridge deck and piers in the river





**Visualisation V5: Looking east along new crossing when in closed position**

Illustrative example of bascule bridge with counter weights below bridge deck and structures built into the river



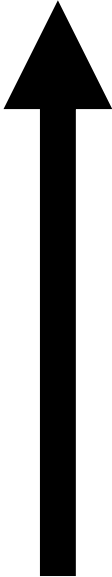
Illustrative example of bascule bridge with counter weights above bridge deck and piers in the river

↑  
Range of opening mechanisms  
↓

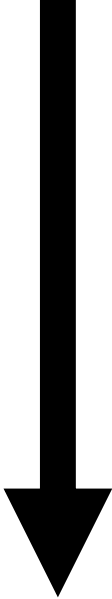


**Visualisation V6: Overall scheme looking north east from overhead with bridge in open position**

Illustrative example of bascule bridge with counter weights below bridge deck and structures built into the river



Range of opening mechanisms



Illustrative example of bascule bridge with counter weights above bridge deck and piers in the river



# Visualisation V7: Bollard Key looking south along Southtown Road

Illustrative example of bascule bridge with counter weights below bridge deck and structures built into the river



Range of opening mechanisms



Illustrative example of bascule bridge with counter weights above bridge deck and piers in the river

# Visualisation V8: South Denes Road proposed traffic signalled junction looking north west

Illustrative example of bascule bridge with counter weights below bridge deck and structures built into the river



Illustrative example of bascule bridge with counter weights above bridge deck and piers in the river



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## Appendix G-10 – Consultation Materials: Consultation Poster





# Great Yarmouth Third River Crossing Stage 3 Consultation

20 August to 5 October 2018



## Have your say on proposals for a new bridge in Great Yarmouth

Find out more at a series of exhibitions and staffed consultation events...

Venue	Consultation Events	Exhibition Dates
<b>Great Yarmouth Library</b> Tolhouse Street	Saturday 25 August (10am to 4:30pm)	Monday 20 to Saturday 25 August
<b>Priory Centre</b> Priory Plain	Thursday 30 August (10am to 9pm)	Tuesday 28 August to Saturday 1 September*
<b>Gorleston Library</b> Lowestoft Road	Tuesday 4 September (10am to 8pm)	Monday 3 to Saturday 8 September
<b>Kings Centre</b> Queen Annes Road	Wednesday 12 September (10am to 8pm)	Tuesday 11 to Saturday 15 September

\*The Priory Centre exhibition is not available to view between 12:45 and 4pm on Wednesday 29 and Friday 31 August.

**For more information and to respond to the  
consultation online visit [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)**



# Great Yarmouth Third River Crossing

## Extended Consultation to 9 December 2018



### Have your say on proposals for a new bridge in Great Yarmouth

Norfolk County Council has provided missing figures to the Preliminary Environmental Information Report (PEIR). This has been available to view on our website and at the document deposit locations shown below during the current consultations. Because this additional information has been provided the consultation deadline has been extended to 23:59 hours on the 9<sup>th</sup> December 2018.

- Great Yarmouth Library – Tolhouse Street, Gt Yarmouth, NR30 2SH
- Gorleston Library – Lowesoft Road, Gorleston-on-Sea, Gt Yarmouth, NR31 6SG
- Priory Centre – Priory Plain, Gt Yarmouth, NR30 1NW
- Kings Centre – 30 Queen Annes Road, Southtown, Gt Yarmouth, NR31 0LE
- Great Yarmouth Town Hall – Hall Plain, Gt Yarmouth, NR30 2QF
- The Archive Centre – County Hall, Martineau Lane, NR1 2DQ

For more information and to respond to the consultation online visit  
[www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)



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## Appendix G-11 – Consultation Materials: Main Exhibition Boards





# Great Yarmouth Third River Crossing Stage 3 (Statutory pre-application) Consultation 20 August 2018 to 5 October 2018

We need your views on the proposed new bridge over the River Yare in Great Yarmouth.

This exhibition sets out our proposals for the Third River Crossing. A questionnaire is available for you to feedback your comments and views.



If you need this report in large print, audio, Braille, alternative format or in a different language please email [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk) or telephone 0344 8008020 and we will do our best to help.

# Introduction

The Third River Crossing scheme involves the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth.

The crossing links the A47 at Harfrey's Roundabout with South Denes Road.

In Spring 2019 Norfolk County Council intends to make an application to the Secretary of State for a Development Consent Order for the Third River Crossing.

We are proposing a double leaf bascule bridge (a type of lifting bridge - similar in operation to the existing Haven Bridge). Although the height and horizontal alignment of the bridge deck is already fixed, we would like to retain some flexibility regarding the range of structure design and opening mechanisms being considered (see boards 6 and 7).

Before making this application we would like your views on the scheme that we propose to submit.

## Why do we need the Third River Crossing?

### The objectives of the Third River Crossing are:

- To support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industries and to enhance the port's role as an international gateway
- To help create new jobs by improving transport links between the port and the main road network
- To support the regeneration of Great Yarmouth, including the town centre and seafront
- To improve local access by reducing congestion and improving journey time reliability
- To improve safety and remove heavy traffic from unsuitable routes within the town centre
- To improve access to the Great Yarmouth peninsula for pedestrians, cyclists and buses
- To protect and improve the environment, and minimise the impact of the scheme on local people and places

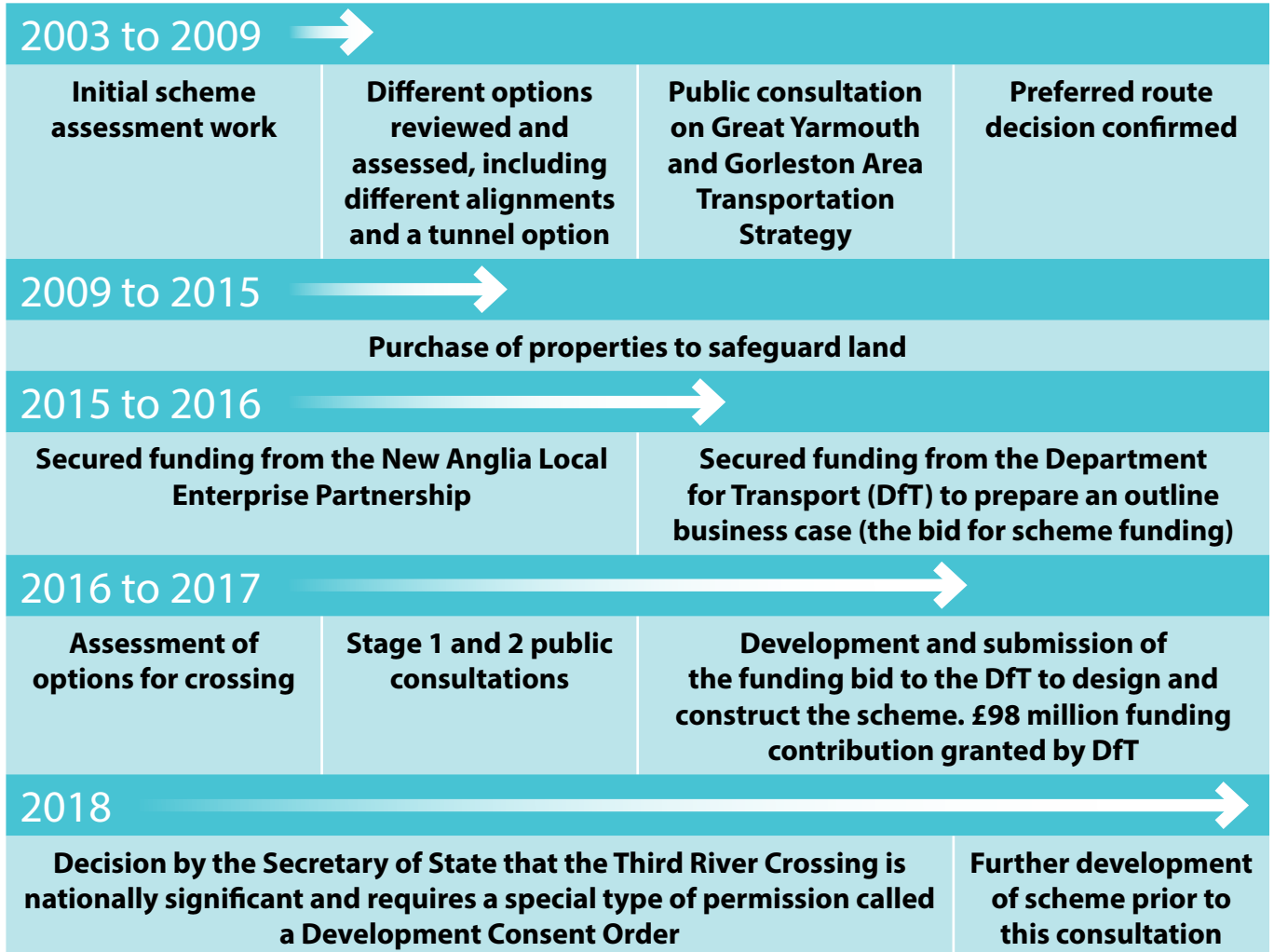
## Project funding

Norfolk County Council submitted a bid for a funding contribution to the Department for Transport (DfT). The submission to DfT set out the project cost as approximately £120m. The Autumn Budget 2017 allocated a Government contribution of £98m towards the scheme. The remaining cost will be locally funded and is likely to come from a range of sources.

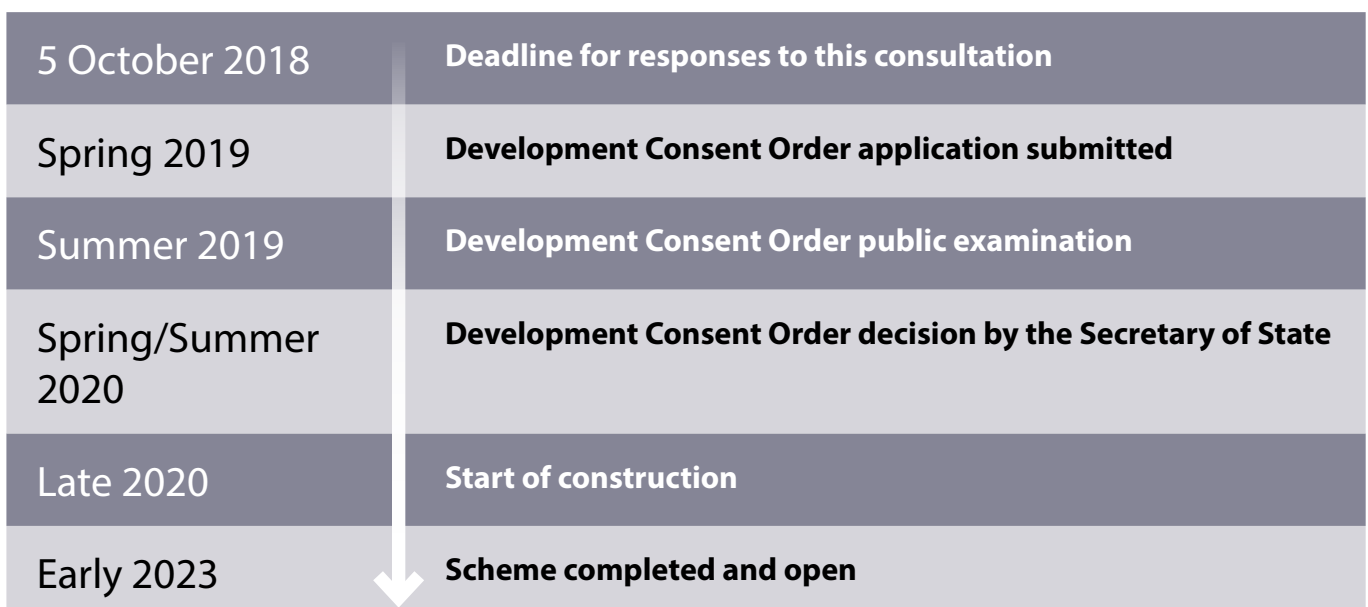


# Progress to date and future timeline

## Progress to date



## Future timeline



# This consultation

This consultation is **Stage 3** of a three stage consultation process:

Dates	Stage	Purpose
November 2016 - January 2017	Stage 1 Initial engagement consultation	This was a non-statutory consultation to understand views on congestion, share emerging proposals and understand level of support
September – October 2017	Stage 2 Scheme development consultation	This was a non-statutory consultation to provide an update on progress and understand views on the bridge development work so far
August – October 2018	Stage 3 Statutory pre-application consultation	This is the statutory consultation to present details of the proposed scheme and obtain views on it before making an application for a Development Consent Order

**This is the current consultation**

## The key findings from Stage 1:

- Congestion in Great Yarmouth is considered a serious issue
- The Third River Crossing would make journeys faster
- Congestion would be reduced by the new crossing

## The key findings from Stage 2:

- Support for the scheme remains high
- There is overall support for the proposed scheme of a bascule bridge at 4.5m clearance
- A key concern relates to how the bridge affects port business and the passage of vessels on the river
- The consultation identified a number of suggestions regarding how the scheme could be improved

## Why are we consulting?

The Secretary of State has determined that the Third River Crossing is a project of national significance for the purposes of the Planning Act 2008.

This means that the project requires a special type of permission, called a Development Consent Order, to construct, operate and maintain it.

Under the Planning Act 2008 we have to carry out a statutory consultation before we apply for a Development Consent Order. This is the current consultation and your responses to this will help us develop the scheme.

A key feature of a Development Consent Order is that it replaces the need for planning permission and various other consents/orders which a project would normally need. Therefore this consultation is a very important opportunity to express views on the scheme.

**You can find out more on how to comment and have your say on board 17.**

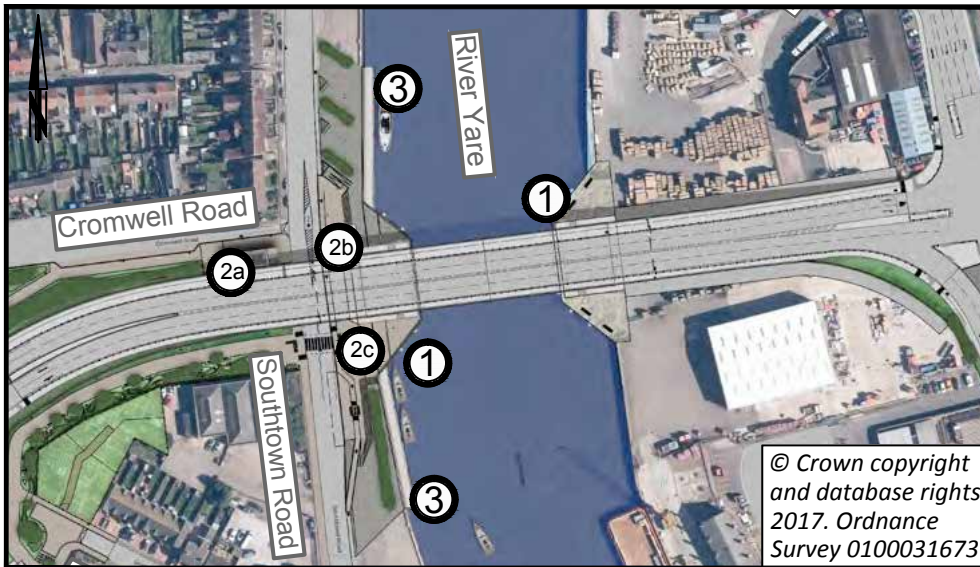


# Main scheme overview plan





# The opening section of the bridge



The new bridge needs to open to allow the passage of boats and large vessels along the river. The Stage 2 Consultations in Summer 2017 helped confirm our view that the best solution for an opening bridge is to provide a bascule bridge with two sections or 'leaves' that lift. The bridge would have a clearance of 4.5m over the water at high tide when in the lowered position.

Depending on the type of bascule bridge, the bridge may need structures extending into the river to accommodate the opening mechanism **(1)**. A control tower structure located next to the bridge would enable the 24/7 operation of the opening span. Three provisional locations have been identified for the control tower depending on the type of bascule bridge

chosen. These are shown as **(2a)**, **(2b)** and **(2c)**. Please see board 7 for more information on the possible types of bascule bridge.

Barriers with flashing signs will be provided to prevent access onto the bridge whilst it opens. A waiting berth suitable for small vessels on either side of bridge will allow for moorings of vessels waiting for the bridge to open **(3)**.

## Key facts about the bridge

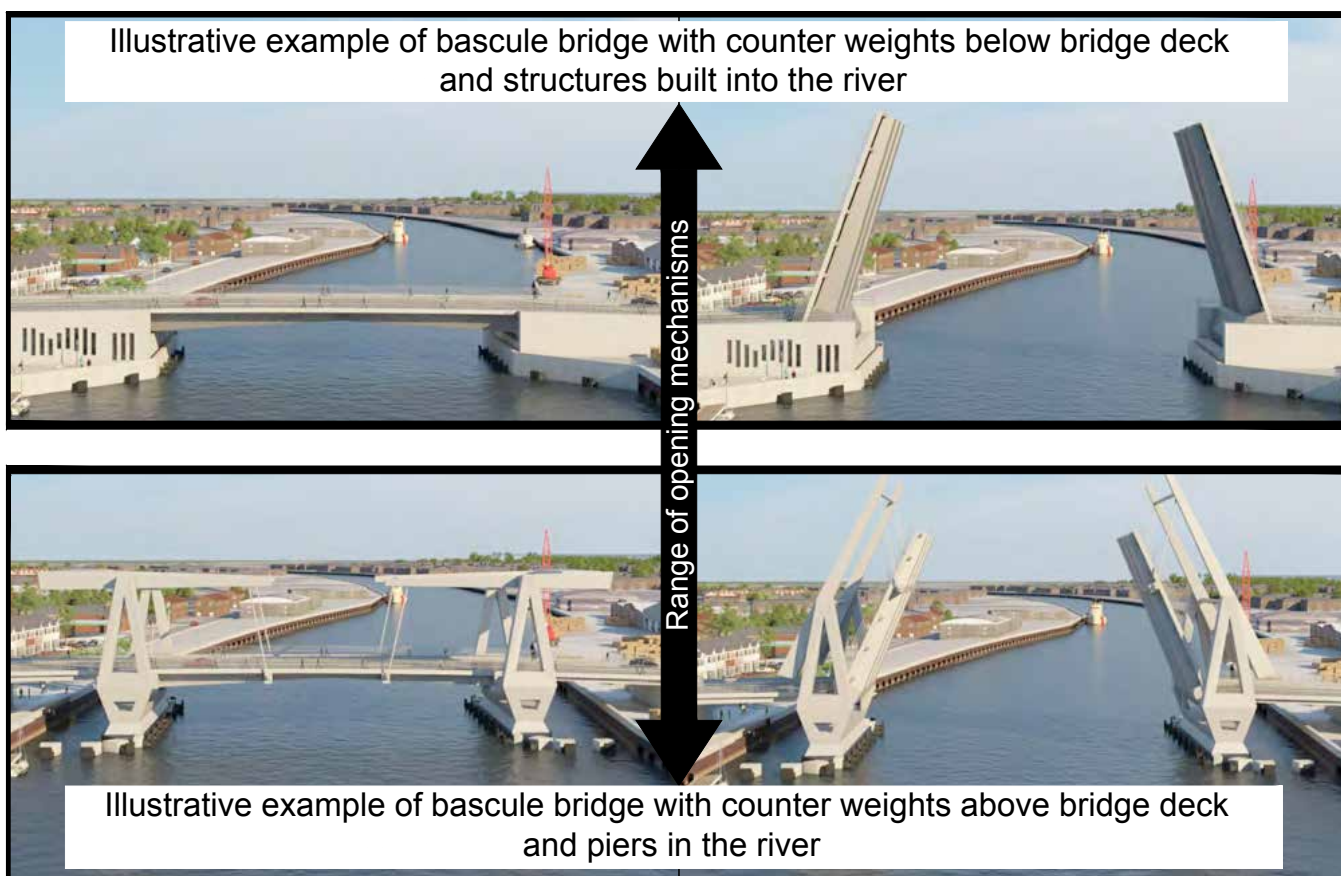
Estimated number of openings on a typical day (in 2023)	15 (based upon our assessment of predicted river traffic)
Anticipated total length of time the bridge is closed to road traffic on a typical day	82 minutes (approximate average of 5 minutes 30 seconds per opening)
Total time each day the bridge is open to traffic/pedestrians/cyclists	22 hours 38 minutes
Time to open bridge as a result of power failure or hydraulic failure	It will take a maximum of 1 hour to open the bridge
Marine operations	The bridge will open for commercial vessels when required and for recreational vessels by arrangement

# Bascule bridge options

We are proposing a double leaf bascule bridge. After assessment this type of structure is the most appropriate at delivering the benefits of the scheme. The height and horizontal alignment of the bridge deck is already fixed. However, at present we would like to retain some flexibility regarding the type of opening mechanism to allow contractor innovation and hopefully reduce cost.

We have produced indicative visualisations below to show the range of opening mechanisms being considered.

The environmental assessments undertaken to date have taken account of this range of opening mechanisms by assessing a 'worst case'. The opening mechanism would be fixed when we submit our application for a Development Consent Order. **We welcome your views on the illustrative designs but please note the final design may be different to those shown below.**



**The final choice on the opening mechanism will be made by Norfolk County Council. In making this decision the following will need to be considered:**

- Operation times to ensure minimal delay to marine and road traffic
- Constructability (how easy it is to build)
- Cost, including future maintenance
- Safety and maintenance
- Impact on vessel navigation on River Yare
- Impact on surrounding land uses and port operations
- Aesthetic appeal and appropriateness to its surroundings / visual impact
- Environmental impacts
- Comments made during this consultation
- Reliability



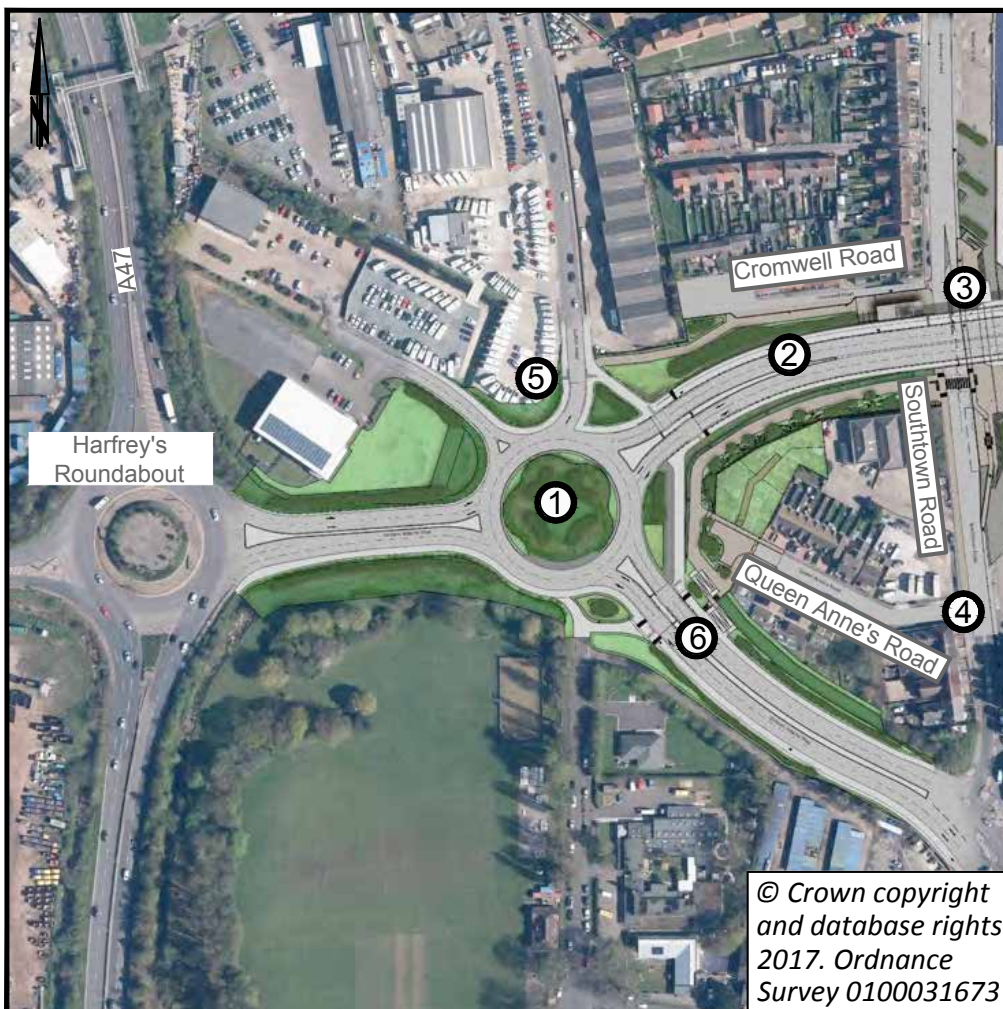
# Proposals on west side of the bridge

On the west side of the bridge the scheme involves a new dual carriageway road linking the A47 at Harfrey's Roundabout to the bridge crossing.

A new five arm roundabout **(1)** on William Adams Way would be provided at the junction with Suffolk Road, allowing access to the Kings Centre and to provide a new dual carriageway road **(2)** onto the bridge.

A new bridge would be provided over Southtown Road **(3)**.

Queen Anne's Road would be closed at its junction with Suffolk Road and a new junction provided onto Southtown Road **(4)**.



A new pedestrian crossing would be provided on Suffolk Road **(5)**.

The footbridge on William Adams Way would be removed and replaced by a new crossing for pedestrians and cyclists **(6)**.

## Key facts about the western side

<p>Height</p>	<p>The new roundabout on William Adams Way <b>(1)</b> would sit approximately 2 metres above the surrounding existing ground levels</p> <p>The new dual carriageway road would rise up to approximately 7.2 metres above Southtown Road <b>(3)</b></p> <p>The bridge approach embankments would be retained by reinforced earth or retaining walls</p>
<p>Gradients</p>	<p>A maximum gradient of 5% (1 in 20) would be provided on the bridge approaches</p>

# Proposals on east side of the bridge

On the east side of the bridge the scheme involves a new dual carriageway road linking South Denes Road to the bridge crossing.

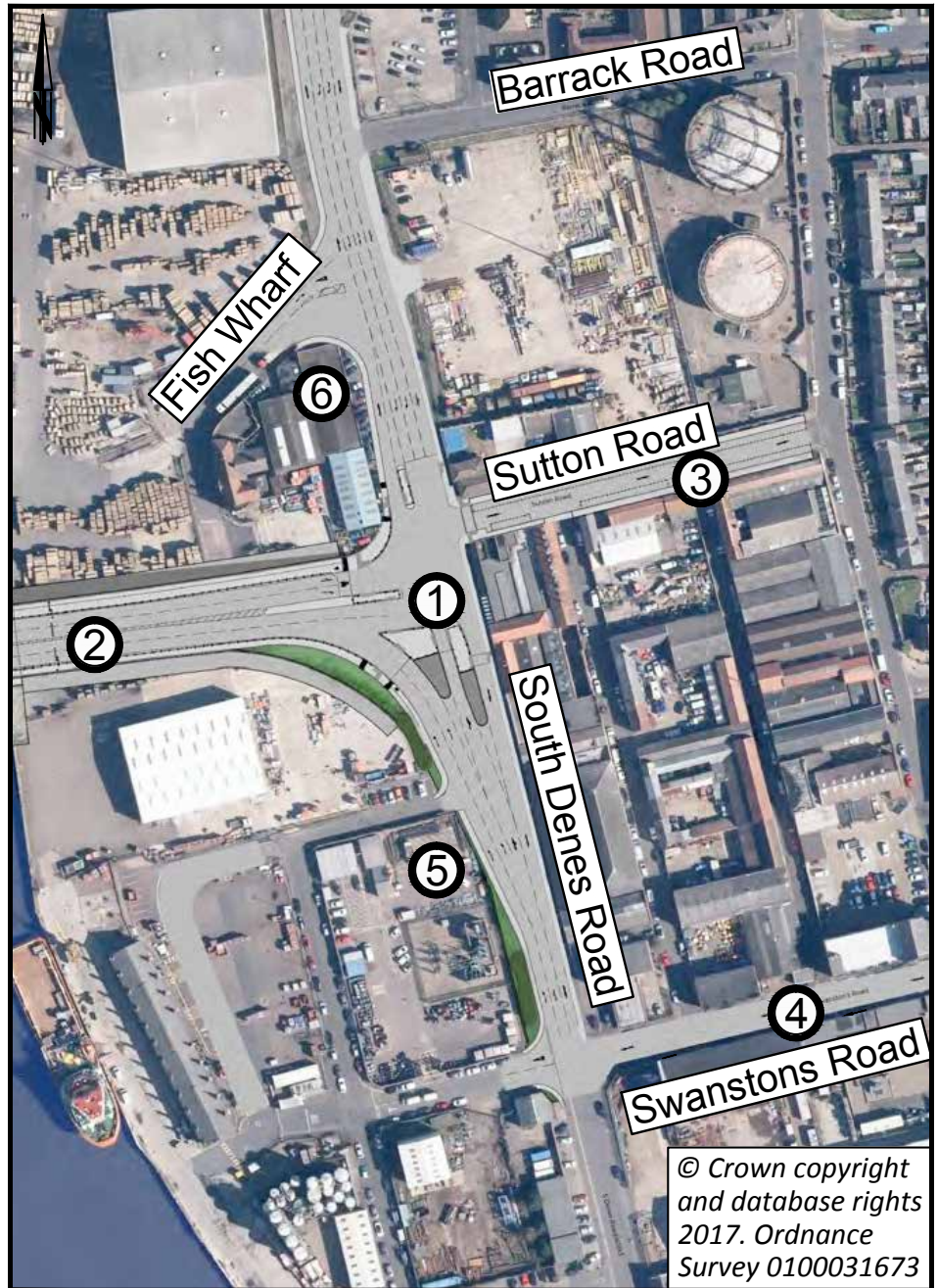
A new signal controlled junction would be provided at the junction of South Denes Road with Sutton Road **(1)**. South Denes Road would be widened to the side closest to the river on its approaches to this junction.

A new dual carriageway road **(2)** would be provided from this junction onto the bridge.

The one way systems on Sutton Road **(3)** and Swanstons Road **(4)** would be reversed.

New access arrangements would be provided to and from the existing quayside areas near the bridge **(5)**.

Revisions to the junction of Fish Wharf with South Denes Road **(6)** would be required.



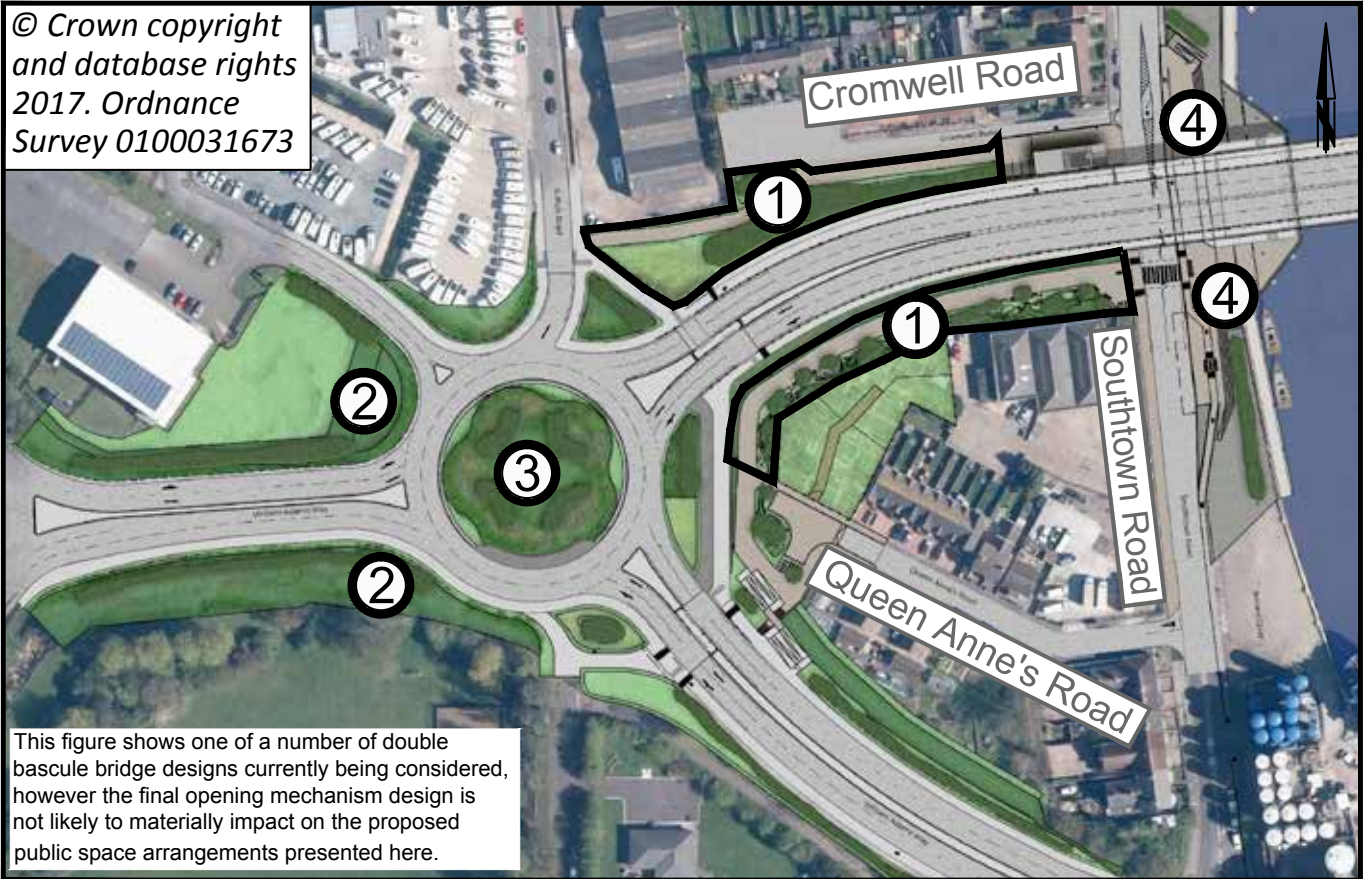
## Key facts about the eastern side

Height	The signal controlled junction with South Denes Road <b>(1)</b> would be at existing ground level
Gradients	A maximum gradient of 5% (1 in 20) would be provided on the bridge approaches



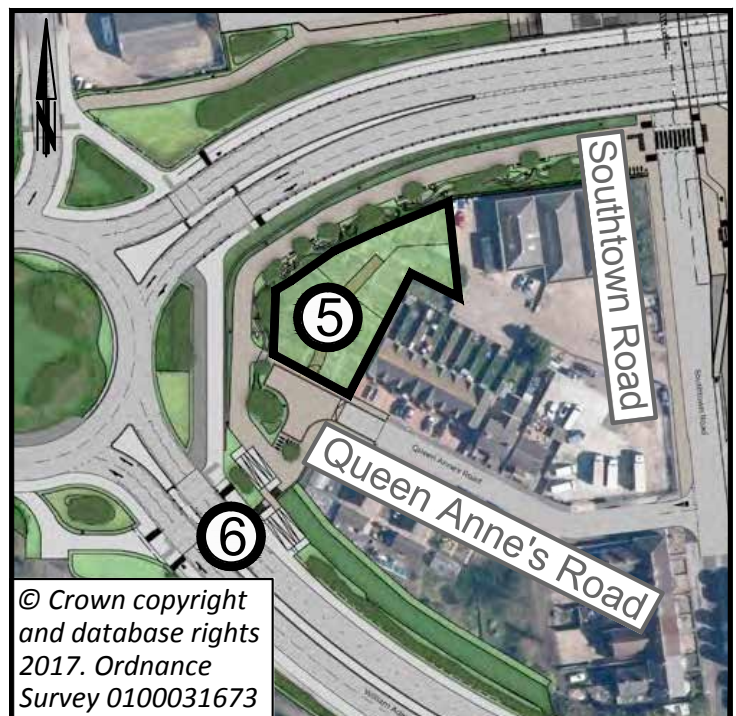
# Public space improvements

As part of the scheme proposals we intend to provide a number of public space improvements within the land required for the scheme. These include the provision of new areas of public routes **(1)** and areas of landscaped space **(2)** (including the centre of the new roundabout on William Adams Way **(3)**). The area around the bridge at Bollard Quay provides the opportunity to consider a new public space, forming an important interchange for pedestrians and cyclists **(4)**.



The Third River Crossing scheme requires land from the existing allotment sites. A new location for the existing allotment site on the north of Queen Anne's Road has been identified **(5)**.

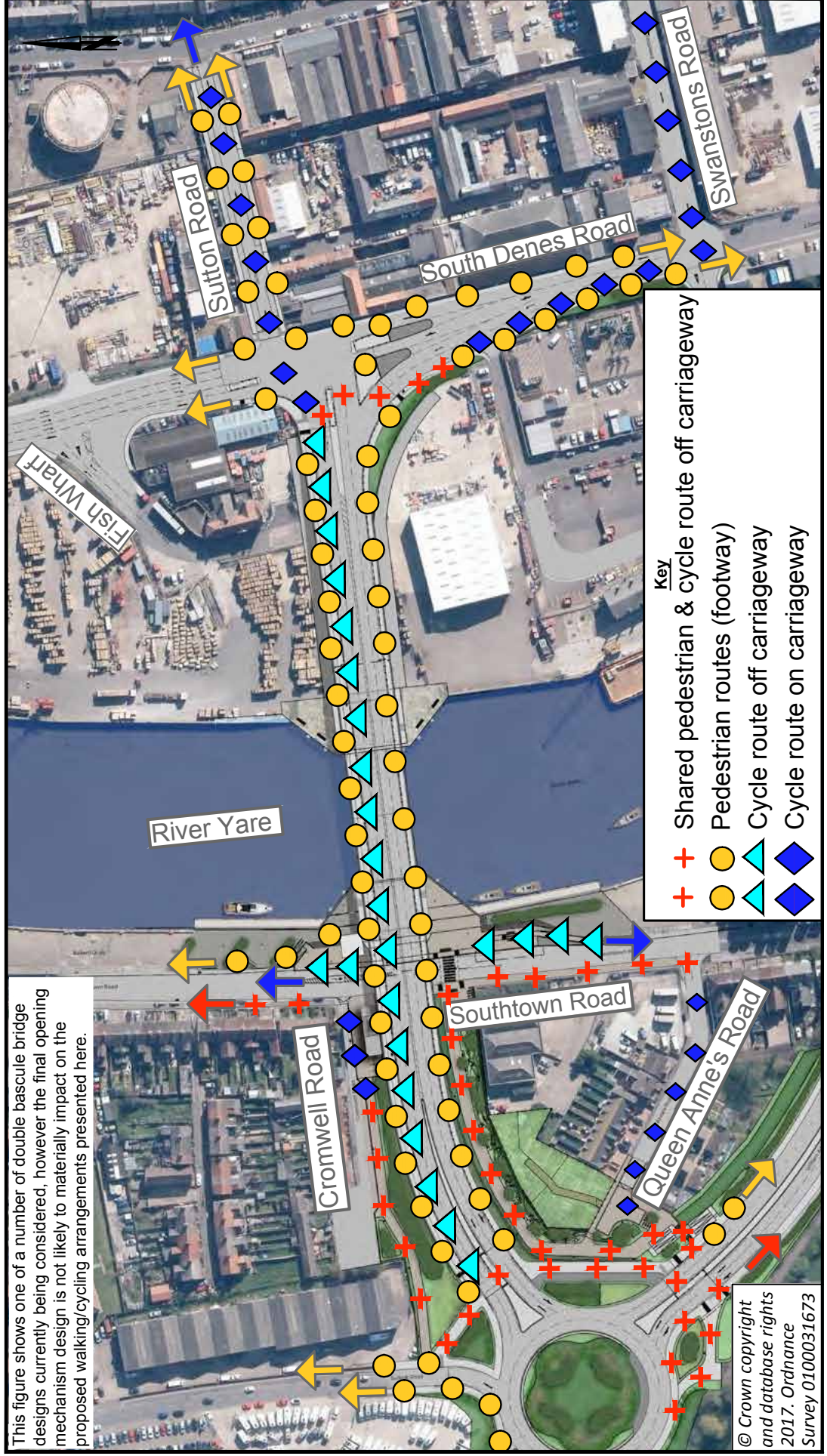
Steps/ramps up to William Adams Way are proposed **(6)**.





# Walking/cycling routes

The design of the proposed highway alignment and bridge approach creates an opportunity to develop routes for walkers and cyclists that connect Southtown Road with South Denes Road. The proposed routes for walkers and cyclists are shown on the plan below.



# Lighting, parking and vessel berths

## Lighting

We intend to install lighting on and around the new bridge. The lighting design will be developed further during detailed design, to incorporate both the architectural lighting of the crossing and also the public space areas that have been identified. The lighting scheme will utilise specialised lighting to minimise obtrusive light and to mitigate any light pollution onto the River Yare and avoid any impacts to navigation.

## Waiting and Parking Restrictions

Between the new roundabout on William Adams Way and the new traffic signalled junction on South Denes Road the bridge and its approach road would have the following parking restrictions:

- no waiting at any time
- no loading/unloading at any time

Changes to waiting/parking restrictions on other roads are being developed and will be included in the application for a Development Consent Order.

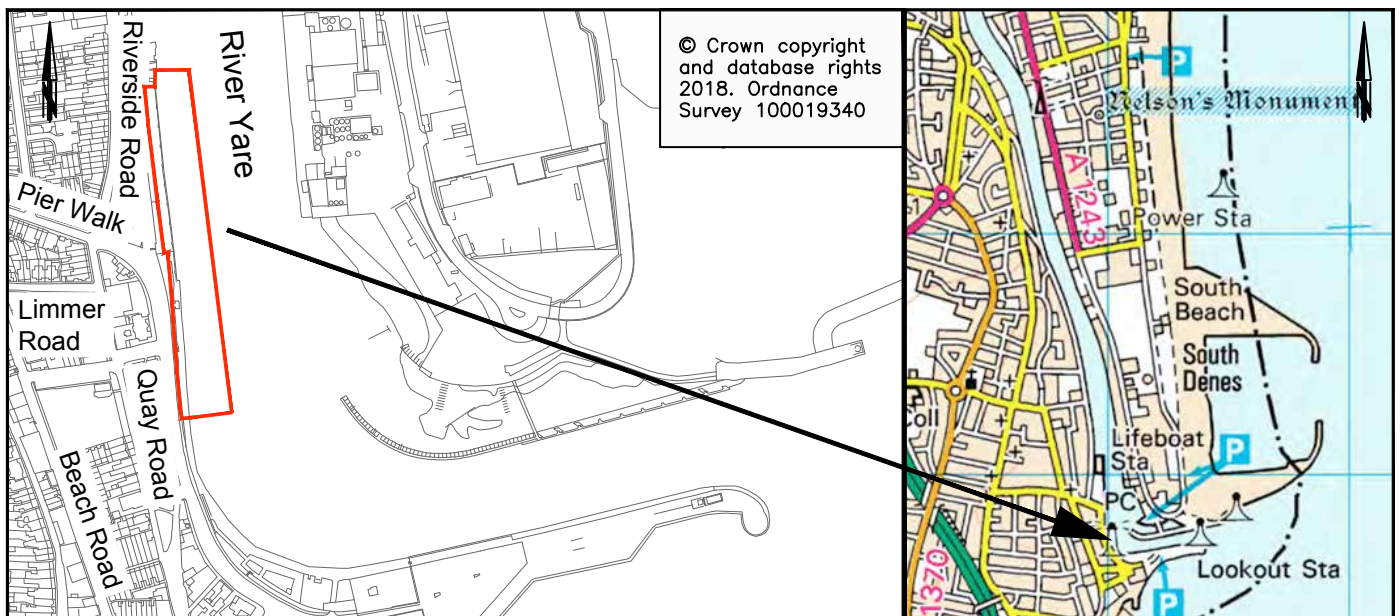
## River Vessel Berthing Facilities

Board 6 of this exhibition describes the proposals for waiting facilities to the north and south of the bridge for small vessels.

Consideration is being given to a potential large commercial vessel waiting facility, for use in the event that the bridge fails to operate. The proposed location for this facility is shown below.

The facility would be designed to accommodate all commercial vessels greater than 30m in length that are capable of using the River Port. It would only be provided for temporary mooring while the bridge was restored to an operational condition and no port facilities would be provided at the location.

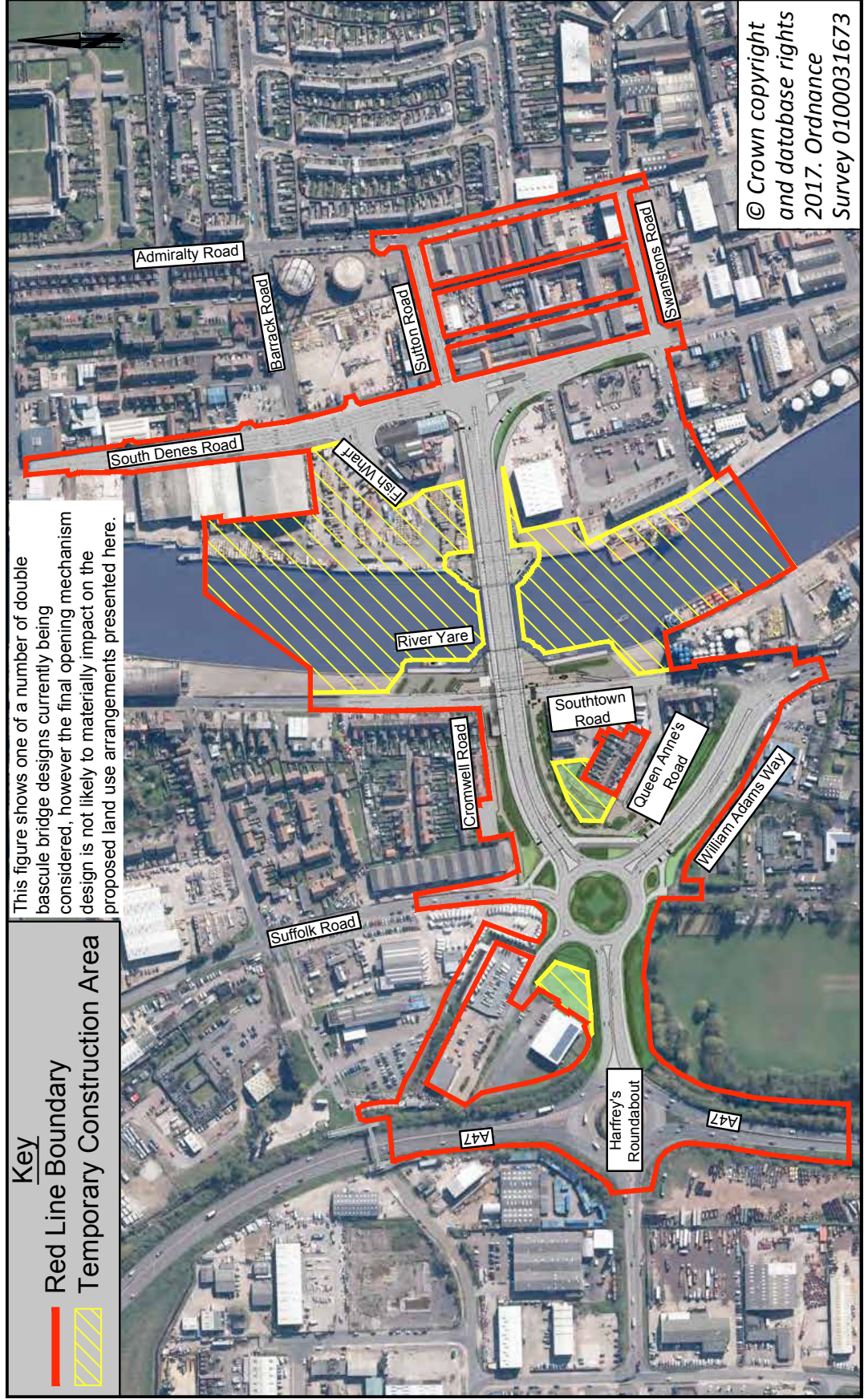
The need for this facility will be confirmed in the application for the Development Consent Order.





# Land

The area of the proposed development site is shown by the red line below. This includes the area of the permanent scheme, areas required temporarily during construction and areas where works will be required to private property.



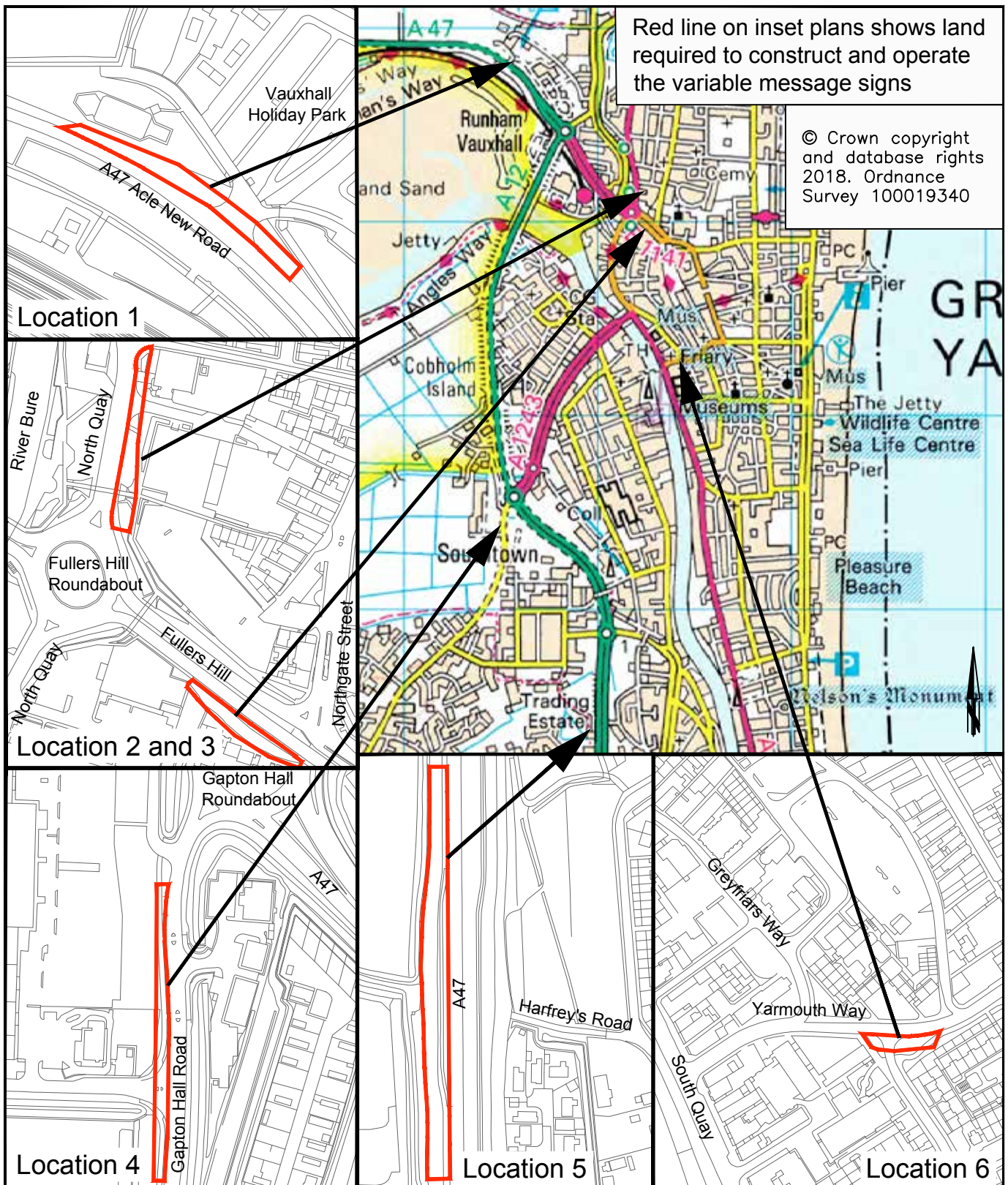
Where we do not already own or control the land, we have started negotiations with the relevant landowners. However, as part of our application for a Development Consent Order we intend to apply for powers which would allow us to acquire land and rights over land compulsorily (subject to payment of compensation) if it has not been possible to acquire by agreement.



# Variable Message Signs

We are proposing to install a number of electronic variable message signs to assist the movement of traffic around Great Yarmouth in response to the status of the Third River Crossing. These will warn drivers when the proposed new bridge is closed to traffic, and will help to manage traffic on the approach to the scheme and within the town centre.

The locations of these are shown below. Each requires small areas of land to provide them.





# Traffic impacts

We have used computer modelling software to assess the potential impacts of the proposed scheme on traffic flows. The model has been used to develop forecasts for traffic in the envisaged opening year of 2023 and in 2038.

**The plan below shows the traffic flow forecasts obtained from the model.**



<b>1 - A47 - Acle New Road</b>				
18300	19000	21800	19200	22200
<b>2 - A47 - Breydon Bridge</b>				
31400	33900	39200	30600	35000
<b>3 - A1243 - Haven Bridge</b>				
21900	24100	30300	12100	18600
<b>4 - Third River Crossing</b>				
0	0	0	19400	21700
<b>5 - Gapton Hall Road</b>				
16900	15700	18900	13300	16300
<b>6 - A47 - south Gapton Hall Roundabout</b>				
35300	40200	45200	31900	36800
<b>7 - A47 - south Harfreys Roundabout</b>				
34800	39700	45800	41600	46300
<b>8 - William Adams Way</b>				
13400	14000	15400	21700	19600
<b>9 - Southgates Road</b>				
5000	7000	8600	13500	14800
<b>10 - Southtown Road</b>				
10600	10200	12200	7400	9800
<b>11 - Suffolk Road</b>				
3400	4100	5500	3600	4300
<b>12 - A149 - New Acle Road</b>				
27800	29200	35500	24500	28400
<b>13 - A149 - Lawn Avenue</b>				
19100	20200	22000	20000	21700
<b>14 - Northgate Street</b>				
7900	8500	11000	8000	10200
<b>15 - Nelson Road North</b>				
5200	5500	6500	5800	6800
<b>16 - North Drive</b>				
6600	7200	8700	7300	9200
<b>17 - A1243 - South Quay</b>				
14700	16300	18500	9100	11400
<b>18 - Marine Parade</b>				
6600	7300	8900	7800	10100

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo © OpenStreetMap contributors, and the GIS User Community

Key				
— GY3RC Scheme Location				
◆ Count Locations				
2018	2023 without GY3RC	2038 without GY3RC	2023 with GY3RC	2038 with GY3RC
Figures shown are 2 Way Average Daily Flow (24hrs)				

We have created a separate briefing note about our transport modelling which describes the process we have used to produce the data for this exhibition. This is available to view on Norfolk County Council's website ([www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)), at the public consultation events and locations set out on board 18. You can also obtain a copy by emailing us at [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk).



# Environmental impacts

The nature and scale of the scheme is such that it requires a formal Environmental Impact Assessment. Specific consideration of the scheme's effects on sites protected by the Habitats Directive is also required. We will submit an Environmental Statement with our application for a Development Consent Order. This Environmental Statement will set out our full assessment of the environmental impacts of the Third River Crossing, including its effects on the Habitats Directive sites.

## Some of the topics assessed in the forthcoming Environmental Statement will include:

- **Air quality** – will assess the changes in concentrations of vehicle emissions as a result of the scheme. The assessment will also evaluate the potential dust created during construction
- **Noise and vibration** – will assess the changes in noise and vibration as a result of vehicle movements associated with the scheme. The assessment will also evaluate noise and vibration as a result of construction activities
- **Ecology** – considers effects of the scheme on species, habitats and protected sites, including the River Yare, which forms part of the Outer Thames Estuary Special Protection Area.
- **Geology and soils** – considers the effects to the underlying geology, contaminated land and unexploded ordnance
- **Townscape and visual impact** – considers the visual impacts in the surrounding local area, which is expected to be greatest once the bridge is open
- **Cultural heritage** – considers the impacts on archaeology, monuments and historic buildings
- **Drainage and flood risk** – considers the effects to surface and ground water quality, as well as the potential for the scheme to increase flood risk
- **People and communities** – considers the effects of land take, impacts on people and businesses and also the employment opportunities and economic activity that may be created

At the time of this consultation we are still currently assessing the impacts, and this process will need to continue as the scheme proposals are refined and finalised following this consultation.

We have produced a Preliminary Environmental Information Report (PEIR) which provides information on the potential environmental effects of the scheme using information that is currently available to us. We have also produced a non-technical summary of the PEIR.

Both the PEIR and its non technical summary are available to view on Norfolk County Council's website ([www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)), at the public consultation events and locations set out on board 18. You can also get a copy by emailing us at [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk).

# Responding to this consultation

We would like to hear your views on our proposals for the Third River Crossing.

## You can respond to this consultation by:

- Completing a questionnaire on line at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)
- Completing the paper questionnaire that accompanies the consultation brochure and posting it to **Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, GY3RC, Ground floor - south wing, County Hall, Martineau Lane, Norwich NR1 2DH**
- Emailing comments to [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk)
- Writing to **Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, GY3RC, Ground floor - south wing, County Hall, Martineau Lane, Norwich NR1 2DH**
- You do not need to use a stamp if you are using the above Freepost address. However, if you want to help the council save money please use a stamp and send to this address: **Great Yarmouth Third River Crossing Stage 3 Consultation, Infrastructure Delivery Team, Norfolk County Council, County Hall, Martineau Lane, NR1 2DH.**

**The deadline for responses to this consultation is 23:59 hrs on 5<sup>th</sup> October 2018.**

**If you have any queries regarding the consultation please email [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk) or phone 0344 800 8020. However, please could all responses to the consultation be made in writing using one of the methods outlined above.**

## How we will use your responses

We will record all comments received during the consultation period and the project team will carefully consider these. We will produce a consultation report that will include your comments and an explanation of how they have helped influence the scheme. This consultation report will form part of the documents we submit with our application for a Development Consent Order.

The questionnaire that accompanies the consultation brochure does not request identifying information such as your name or email address. It asks for a postcode so that we can understand where people's responses are coming from. The information from the questionnaire will be used solely for purposes in connection with the pre-application consultations, DCO application process, assessment and determination of the application and otherwise in connection with the further development of the scheme.

Where personal details are received as part of this consultation (e.g. from email and letter responses) these will be held securely and will not be disclosed to any third parties except where the County Council is required to do so by law (e.g. where required to do so following a Freedom of Information Act request).

All data including personal data is kept securely and stored in a password protected electronic format. Paper copies of documents received will be stored in secure cabinets. Please read Norfolk County Council's privacy notice for further information as to how your data is used and your rights - [www.norfolk.gov.uk/gdpr](http://www.norfolk.gov.uk/gdpr).

# How to find out more

**The consultation documents will be available to view at the following places between 20 August 2018 and 5 October 2018:**

- Great Yarmouth Library, Tolhouse Street, Great Yarmouth, NR30 2SH
- Gorleston Library, Lowestoft Road, Gorleston-on-Sea, Great Yarmouth, NR31 6SG
- Kings Centre, 30 Queen Annes Road, Southtown, Great Yarmouth, NR31 0LE
- Great Yarmouth Town Hall, Hall Plain, Great Yarmouth, NR30 2QF
- Priory Centre, Priory Plain, Great Yarmouth, NR30 1NW
- The Archive Centre, County Hall, Martineau Lane, Norwich, NR1 2DQ

**They are also available to view on Norfolk County Council's website ([www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)).**

**The consultation documents include:**

- Consultation brochure
- Preliminary Environmental Information Report (PEIR)
- Non-technical summary of the PEIR
- Design process summary
- Frequently asked questions and answers
- Non-technical note on transport modelling

**In addition consultation events, which will be staffed to allow interested parties to hold face-to-face discussions with the project team, are being held at the following venues.**

Venue	Date	Time
Great Yarmouth Library, Tolhouse Street, Great Yarmouth, NR30 2SH	Saturday 25 August 2018	10am to 4:30pm
Priory Centre, Priory Plain, Great Yarmouth, NR30 1NW	Thursday 30 August 2018	10am to 9pm
Gorleston Library, Lowestoft Road, Gorleston-on-Sea, Great Yarmouth, NR31 6SG	Tuesday 4 September 2018	10am to 8pm
Kings Centre, 30 Queen Annes Road, Southtown, Great Yarmouth, NR31 0LE	Wednesday 12 September 2018	10am to 8pm



If you need this report in large print, audio, Braille, alternative format or in a different language please email [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk) or telephone 0344 8008020 and we will do our best to help.

Ak potrebujete tento dokument vytlačený veľkým písmom, Braillovým písmom, v alternatívnom formáte, vo zvukovej forme alebo v inom jazyku, pošlite e-mailovú správu na adresu [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk), kontaktujte oddelenie služieb zákazníkom na čísle 0344 800 8020 alebo pošlite textovú správu na 18001 0344 800 8020 (textový telefón) a vynesnážíme sa pomôcť vám.

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## Appendix G-12 – Consultation Materials: Smaller Exhibition Boards

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# Great Yarmouth Third River Crossing Stage 3 (Statutory pre-application) Consultation 20 August 2018 to 5 October 2018

We need your views on the proposed new bridge over the River Yare in Great Yarmouth.

These boards explain how you can find out more about the current proposals for the Third River Crossing and how you can participate in this consultation.



The Third River Crossing scheme involves the construction, operation and maintenance of a new bridge over the River Yare in Great Yarmouth.

The crossing links the A47 at Harfrey's Roundabout with South Denes Road.



# Why do we need the Third River Crossing?

## The objectives of the Third River Crossing are:

- To support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industries and to enhance the port's role as an international gateway
- To help create new jobs by improving transport links between the port and the main road network
- To support the regeneration of Great Yarmouth, including the town centre and seafront
- To improve local access by reducing congestion and improving journey time reliability
- To improve safety and remove heavy traffic from unsuitable routes within the town centre
- To improve access to the Great Yarmouth peninsula for pedestrians, cyclists and buses
- To protect and improve the environment, and minimise the impact of the scheme on local people and places

## Why are we consulting?

The Secretary of State has determined that the Third River Crossing is a project of national significance for the purposes of the Planning Act 2008.

This means that the project requires a special type of permission, called a Development Consent Order, to construct, operate and maintain it.

Under the Planning Act 2008 we have to carry out a statutory consultation before we apply for a Development Consent Order. This is the current consultation and your responses to this will help us develop the scheme.

A key feature of a Development Consent Order is that it replaces the need for planning permission and various other consents/orders which a project would normally need. Therefore this consultation is a very important opportunity to express views on the scheme.

This statutory pre-application consultation is the final stage in a three stage consultation process. The three consultation stages are explained below.

Dates	Stage	Purpose
November 2016 - January 2017	Stage 1 Initial engagement consultation	This was a non-statutory consultation to understand views on congestion, share emerging proposals and understand level of support
September – October 2017	Stage 2 Scheme development consultation	This was a non-statutory consultation to provide an update on progress and understand views on the bridge development work so far
August – October 2018	Stage 3 Statutory pre-application consultation	This is the statutory consultation to present details of the proposed scheme and obtain views on it before making an application for a Development Consent Order

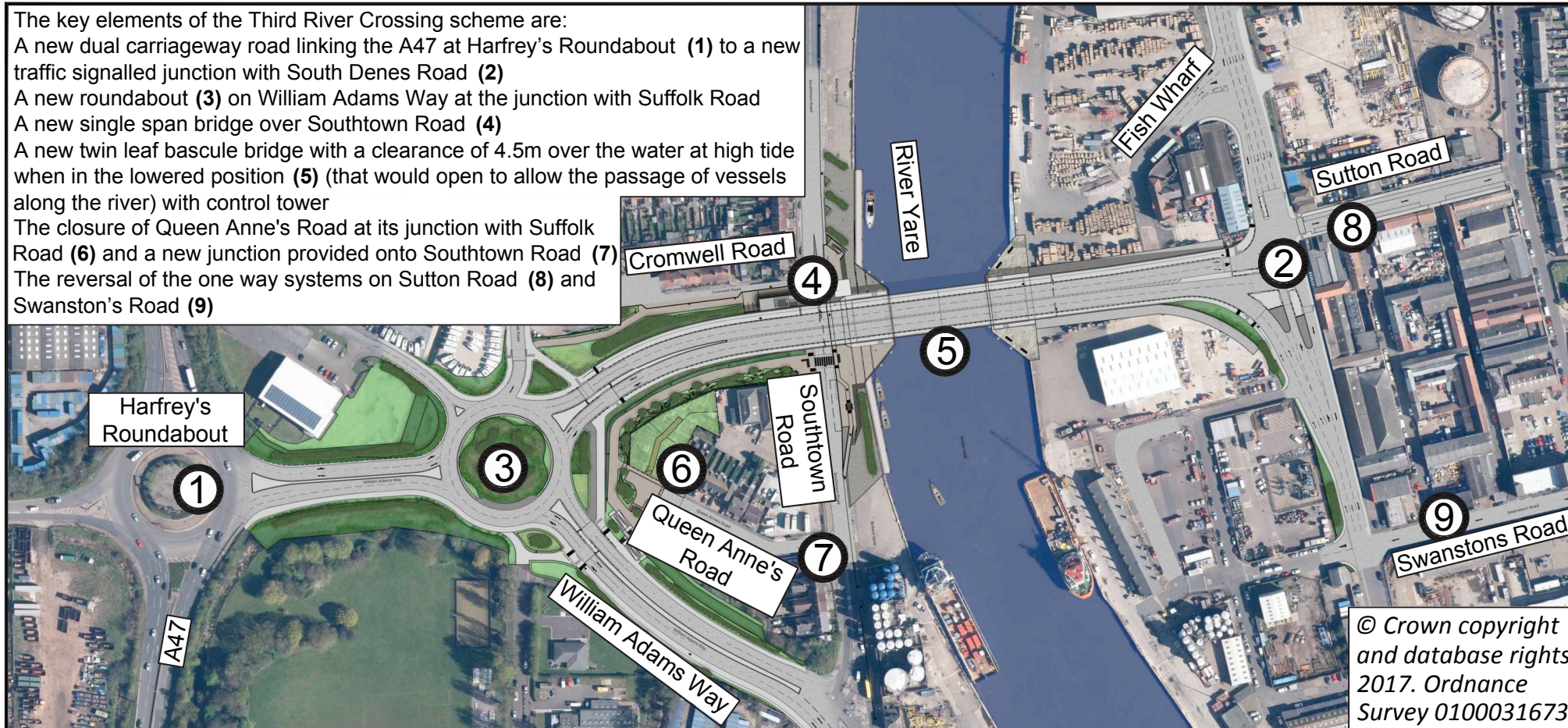
This is the current consultation

# Proposal Summary Plan

The plan below provides only a brief summary of the key elements of the Third River Crossing Scheme. You can find out much more about the project by visiting our public exhibitions and consultation events. These contain greater information on the scheme proposals including:

- the types of junctions proposed
- the types of bridge opening mechanisms proposed and the predicted frequency of opening
- the assessment of environmental impacts of the scheme
- the facilities for pedestrians and cyclists
- the berthing facilities for river vessels
- the public space and landscaping proposals
- the forecast changes in traffic flow as a result of the proposals

Details for how you can find out more information on the scheme and participate in the consultation are shown on the adjacent board.



# How to participate

**Information about the project will be on display at the exhibitions detailed below or you can come to speak to staff and respond to the consultation in person at the four consultation events.**

Venue	Exhibition Dates	Consultation Event
<b>Great Yarmouth Library</b> - Tolhouse Street, Great Yarmouth, NR30 2SH	Monday 20 August to Saturday 25 August	Saturday 25 August (9:00am to 4:00pm)
<b>Priory Centre</b> - Priory Plain, Great Yarmouth, NR30 1NW	Tuesday 28 August to Saturday 1 September*	Thursday 30 August (12:00pm to 9:00pm)
<b>Gorleston Library</b> - Lowestoft Road, Gorleston-on-Sea, Great Yarmouth, NR31 6SG	Monday 3 September to Saturday 8 September	Tuesday 4 September (12:00pm to 8:00pm)
<b>Kings Centre</b> - 30 Queen Annes Road, Southtown, Great Yarmouth, NR31 0LE	Tuesday 11 September to Saturday 15 September	Wednesday 12 September (12:00pm to 8:00pm)

**\* Please note the exhibition at the Priory Centre is not available to view between 12:45pm and 4pm on Wednesday 29 August and Friday 31 August.**

If you are unable to visit the exhibitions or consultation events then copies of the consultation documents are also available to view between 20 August and 5 October at:

- the above locations during normal opening hours
- Great Yarmouth Borough Council, Town Hall, Hall Plain, Great Yarmouth, NR30 2QF
- Archive Centre, County Hall, Martineau Lane, Norwich, NR1 2DQ
- Norfolk County Council's website at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)

The consultation documents include a Consultation Brochure and Questionnaire, FAQs, and information on environmental effects, the design process and traffic modelling.

**Find out more and tell us what you think of our proposals by:**

- Completing a questionnaire form at the exhibition/events or on-line at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)
- Emailing comments to: [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk)
- Writing to '**Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, GY3RC, Ground floor - south wing, County Hall, Martineau Lane, Norwich NR1 2DH**'

**The deadline for responses to this consultation is 23:59hrs on 5 October 2018**

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## Appendix G-13 – Consultation Materials: Other Publicity and Promotion





## News

## Eastern Daily Press

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**Tourism & Broads** Bethany Whymark  
**Local Democracy** David Hannant  
**What's On** Louisa Baldwin

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## Eastern Daily Press Article - 8 August 2018



Illustrative design to show one of the opening mechanisms being considered for the third river crossing in Great Yarmouth

Photo: NORFOLK COUNTY COUNCIL

# Image of £121m third crossing released before consultation date

**This image shows how Great Yarmouth's £121m third crossing could look when it opens to traffic in 2023.**

The artist's impression was released by Norfolk County Council ahead of the start of a seven-week long public consultation.

Construction of the new lifting bridge over the River Yare is due to begin in late 2020 and would see the crossing linking the A47 at Harfreys Roundabout on the western side of the river to South Denes Road on the east.

As well as a raft of images and details on the benefits of

## ANTHONY CARROLL

anthoyn.carroll@archant.co.uk

the bridge being released, the plans also show how a new roundabout would be built between the bridge and the Harfreys roundabout.

A dual carriageway road would link Harfreys roundabout to the new roundabout and then continue onto the bridge to meet South Denes Road at a traffic-light controlled junction.

During a series of public consultation events from August 20 across Great Yarmouth people

will also hear how the bridge would be available for use by road traffic for 22 hours and 38 minutes a day.

The bridge would open 15 times a day based on anticipated river traffic levels in 2023.

It is also said the new bridge would be anticipated to carry 19,400 vehicles a day in 2023, rising to 21,700 in 2038, and that it could halve traffic on Haven Bridge.

As part of a planning process a development consent order application will be sent to the planning inspectorate which will then be considered by the minister of transport. It is hoped overall permission will be granted

in 2020.

As part of the process a public consultation must be held. It is seeing 33,000 letters sent out to households with details on the crossing and how to take part in the consultation.

Martin Wilby, chairman of the council's environment, development and transport committee, said: "The third river crossing when it is opened in 2023 will instantly give much improved access to the port and reduce congestion within the rest of the town. It will create jobs and prosperity in the town, but not only to Yarmouth, there is a wider picture for Norfolk."

## How to take part in the consultation

**Staffed consultation events are being held across Great Yarmouth where people can ask questions of staff involved in the project and respond to the consultation in person.**

**The sessions are on:**  
**Saturday, 25 August, 10am - 4:30pm at Great Yarmouth Library, Tolhouse Street, Great Yarmouth**

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**Norwich, NR1 2DH**

■ **Emailing comments to [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk)**

■ **Writing to Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, GY3RC, Ground floor, south wing, County Hall, Martineau Lane, Norwich NR1 2DH**

**ARCHANT**



## news

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## Bridge process

Norfolk County Council is in the middle of a competitive selection process to appoint a main contractor to design and build the bridge, with the successful contractor due to be announced in early 2019.

Graham Plant, leader of Great Yarmouth Borough Council and deputy leader of the county council, said: "The third river crossing is a major piece in the puzzle in realising Great Yarmouth's enormous potential, particularly in supporting the growth of the port, outer harbour and energy-related enterprise zone, which is why the project was awarded £96m by the Government in last year's Autumn Budget.

"The benefits of this bridge for our residents, businesses and visitors are significant, and I'm really pleased to see that the project is making good progress and is on schedule to start construction in late 2020." The county council was awarded £96m towards the £121m cost of building the bridge by the Department for Transport.

What do you think? Email [anthony.carroll@archant.co.uk](mailto:anthony.carroll@archant.co.uk)



Illustrative design to show one of the opening mechanisms being considered for the third river crossing in Great Yarmouth

Pictures: NORFOLK COUNTY COUNCIL

## Image of £121m third crossing released before consultation date

**These images show how Great Yarmouth's £121m third crossing and a new roundabout could look when it opens to traffic in 2023.**

**ANTHONY CARROLL**  
[anthoyn.carroll@archant.co.uk](mailto:anthoyn.carroll@archant.co.uk)

The artist's impression was released by Norfolk County Council ahead of the start of a seven-week long public consultation.

Construction of the new lifting bridge over the River Yare is due to begin in late 2020 and would see the crossing linking the A47 at Harfreys Roundabout on the western side of the river to South Denes Road on the east.

As well as a raft of images and details on the benefits of the bridge being released, the plans also show how a new roundabout would be built between the bridge and the Harfreys roundabout.

A dual carriageway road would link Harfreys roundabout to the new roundabout and then continue onto the bridge to meet South Denes Road at a traffic-light controlled junction.

During a series of public consultation events from August 20 across Great Yarmouth people will also hear how the bridge would be available for use by road traffic for 22 hours and 38 minutes a day.

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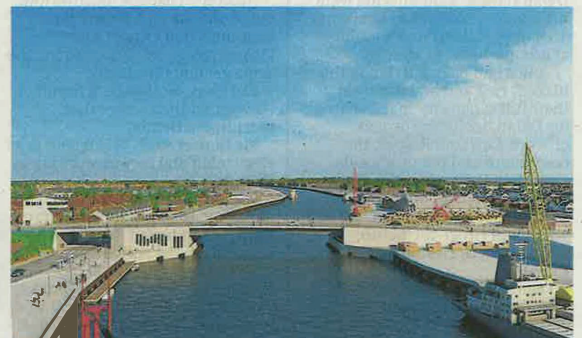
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Martin Wilby, chairman of the council's environment, development and transport committee, said: "The third river crossing when it is opened in 2023 will instantly give much improved access to the port and reduce congestion within the rest of the town. It will create jobs and prosperity in the town, but not only to Yarmouth, there is a wider picture for Norfolk."

What do you think of the proposals? Write to Mercury Letters, 12-13, King Street, Great Yarmouth, NR30 2BA.



Below, Third river crossing in Great Yarmouth plan, August 2018. Above, illustrative design to show one of the opening mechanisms being considered



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## News

## news

## Cold call scam

**A warning has been issued about a council tax cold call scam in the borough of Great Yarmouth.**

Great Yarmouth Borough Council has issued the warning after residents reported they had been cold called and told they are paying too much council tax as their property is in the wrong band.

The householder is then asked for their card details so the caller can process a refund.

The council says none of its staff would call residents

and ask for bank card details.

A statement from the council said: "Residents are asked to remain vigilant against the scam, under which the person calls the householder to query the council tax band for their property. The caller then claims the resident has been overpaying their council tax as their property is in the wrong band and is then asked for their card details so the caller can process a refund.

"This is a scam. We would not cold call to ask for bank card details."

## Man dies almost two months after being hit by van



Police were called to St Andrews Street at its junction with Duke Street on Wednesday, June 20 to reports of a collision between a van and a pedestrian

Picture: GOOGLE MAPS

**A man in his 70s has died almost two months after being hit by a van in Norwich.**

Police were called to St Andrews Street at its junction with Duke Street on Wednesday, June 20 to reports of a collision between a van and a pedestrian.

The pedestrian was treated at the roadside for his injuries, but he now died following hospital checks and complications with his treatment.

Norfolk Police said officers are keen to trace a cyclist who witnessed the incident and "may hold important information".

The incident happened at around 10.10am and involved a blue/white Mercedes Vito van, police said.

The driver of the van was uninjured.

**Anyone who may have witnessed the collision should contact the Norfolk Police on 101 quoting reference 134 of 20/06/18. Officers are also keen to hear from anyone who may have dash cam footage of the incident.**

**Do you wish to pay tribute to the pedestrian? Email luke.powell@archant.co.uk**

## Eastern Daily Press Article - 15 August 2018

# Consultation letters sent out to thousands of homes for third bridge

**ANTHONY CARROLL**  
anthony.carroll@archant.co.uk

**Thousands of homes across Great Yarmouth and Gorleston have been receiving letters informing residents about the launch of a third river crossing consultation.**

Norfolk County Council has been sending out the letters, which include a simplified illustrative map of the £121m bridge, ahead of the consultation launch on Monday, August 20.

Council transport bosses say construction of the new lifting bridge over the River Yare is due to begin in late 2020 and would see it linking the A47 at Harfreys Roundabout on the western side of the river to South Denes Road on the east in 2023.

The letters and seven week consultation are part of a planning process which is seeing the council making a Development Consent Order (DCO) to the Planning Inspectorate to consider. If approved the transport minister would then make the final decision. The letter says: "As part of the DCO application process Norfolk County Council is required to carry out a pre-application consultation. This consultation will give you an opportunity to see and comment on the latest proposals for the bridge and consider any potential impacts it may have on you, your local community and the area as a whole."

The letter adds it could be last time residents have the opportunity to comment on the proposals before the application to the Planning Inspectorate.

However people will then be able to register with the inspectorate to provide a written summary on their views on the bridge.

Staffed consultation events being held across Great Yarmouth. The sessions are on:

■ **Saturday, August 25, 10am-4.30pm at Great Yarmouth**

Great Yarmouth Third River Crossing  
Stage 3 (Statutory pre-application) Consultation  
20 August 2018 to 5 October 2018

Norfolk County Council is seeking your views on our proposals for a new bridge in Great Yarmouth. The significance of this scheme means we need a special type of permission called a Development Consent Order (DCO) to build and operate the new bridge. A DCO would remove the need for planning permission and other consents. As a result this statutory consultation is a very important part of the process.

PROPOSED  
THIRD RIVER  
CROSSING

IN TRAN communication for all

If you need this document in large print, audio, Braille, alternative format or in a different language please email [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk) or telephone 0344 8008020 and we will do our best to help.

Great Yarmouth Third Crossing consultation letter Picture: NORFOLK COUNTY COUNCIL

**Library, Tolhouse Street, Great Yarmouth**

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Eastern Daily Press  
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# NEWS

Great Yarmouth Mercury - 17 August 2018

mydate24

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SEARCH FOR SINGLES WITH SHARED INTERESTS at [mydate24.co.uk](http://mydate24.co.uk)

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If approved the transport minister would then make the final decision.

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"This consultation will give you an opportunity to see and comment on the latest proposals for the bridge and consider any potential impacts it may have on you, your local community and the area as a whole."

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Picture: NORFOLK COUNTY COUNCIL

The letter illustration

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**retroskate**  
Great Yarmouth's Roller Skating Venue  
**retro ARENA** Marine Parade, Great Yarmouth NR30 2ER  
[www.retroskate.net](http://www.retroskate.net) 01493 854349

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### news

#### Planning application

**A planning application has been submitted to turn a Great Yarmouth commercial unit and former smoke house into 10 homes and a shop.**

The submission has been sent to the borough council to redevelop the site at 137 Mill Road, Cobholm, and build 10 self-contained flats and a shop unit there.

It has been made by Wayne Harrison of Gorleston and planning papers say the new development will be of brickwork in red and buff and also rendered panels.

The planning application by Mr Harrison was received by the borough council's planning department on August 7.

People interested in

giving their views on the plan to the council have until September 4 to comment on the planning application.

The council says a decision on the homes and shop bid will be decided by November 6.

The plan can be inspected at Great Yarmouth Town Hall every day or at [www.great-yarmouth.gov.uk](http://www.great-yarmouth.gov.uk)



News

news

Comedy

**One of the country's favourite comedians, Joe Pasquale, will be visiting the coast this year to celebrate 30 years in the business.**

The comedian will have audiences in stitches at his show at Great Yarmouth's Britannia Pier on August 25.

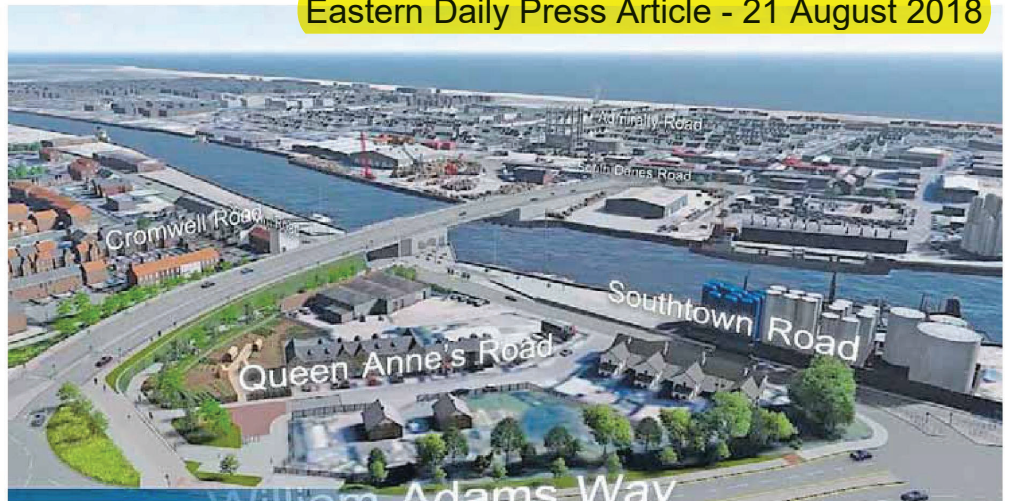
Mr Pasquale is best known for being crowned King of the Jungle in 2004 on the I'm A Celebrity Get Me Out of Here series, before learning to skate in Dancing on Ice in 2013, as well as hosting The Price Is Right on ITV. He's also a regular on Tonight At The London Palladium.

Of his tour, 'A Few of My Favourite Things', Mr Pasquale said: "It will be singing, dancing, music, magic, mind-reading, painting and a lot of audience participation. It's me going out there and having a laugh. I can't wait!"

"I never thought I'd still be doing comedy 30 years later. I initially did it because I didn't want to work for a living, but 30 years later I'm still doing it. It's busy, but it doesn't seem like work at all."

You can buy tickets via [www.britannia-pier.co.uk](http://www.britannia-pier.co.uk) or call 01493 842914.

Stills from the Great Yarmouth third crossing video. Right, option 1, and, below, option 2. Picture: NORFOLK COUNTY COUNCIL



Eastern Daily Press Article - 21 August 2018

# Council releases new virtual drone footage to show how town's £121m third crossing project could look

**A flyby video has been released showing how Great Yarmouth's £121m third crossing will look like once it is built and operating in 2023.**

**ANTHONY CARROLL**  
anthony.carroll@archant.co.uk

Norfolk County Council released the footage, which includes two bridge options, to coincide with the start of a public consultation over the crossing plan.

Construction of the lifting bridge over the River Yare is due to begin in late 2020 and would see it linking the A47 at Harfreys Roundabout on the western side of the river to South Denes Road on the east in 2023.

The council launched the seven-week long consultation yesterday ahead of its submission for a Development Consent Order to the Planning Inspectorate, which will then submit a final report to the transport minister to consider.

Martin Wilby, chairman of the council's of Norfolk County Council's

environment, development and transport committee, said: "The fly-through video gives people a real sense of the difference the third river crossing will make to Great Yarmouth and Norfolk, and I hope it will help us get lots of involvement in the consultation."

"It's really important that we hear what people think of our proposals because this will help inform the next stages of the project as we apply for a Development Consent Order."

"If we're successful, this will allow us to start construction on schedule in late 2020."

"The third river crossing is a major project for the town that we expect to cut traffic congestion considerably, and this will have knock-on benefits of shortening journey times, enabling growth and

creating jobs, and improving people's quality of life.

"This is likely to be the last chance for people to comment on our proposals for the bridge through a public consultation, so if you care about Yarmouth's future, please do take this chance to find out more about it and let us know you think."

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**You can see the video at [www.edp24.co.uk](http://www.edp24.co.uk)**

## THE POSTAL MUSEUM

This day out gives you entrance to the newly opened Postal Museum in London which includes a two course lunch after the tour.

The museum's galleries will take you on a journey through five-centuries of world-class curiosities, providing a different, previously unseen view on some of the world's most significant historical events, and an insight into the quirky beginnings of the earliest social network.

Once you have explored the museum, your ticket will then grant you access to a subterranean world that - up until now - remained hidden from public view.

Descend into the old engineering depot of Mail Rail - the one-hundred-year old little-known Post Office railway - and board a miniature train designed to transport people through its narrow tunnels for the first time. The train ride will pass through and stop at the original Mount Pleasant station platforms 70 feet underground, where an impressive audio visual display will take riders back in time, giving an insight into the heyday of the railway.

After your visit, just a short walk away is the restaurant where you can sit and relax and enjoy a two course lunch.

**Excursion Joining Points**

- 07:00 Eastons Depot, Stratton Strawless (free parking)
- 07:10 Hellesdon Firs Bus Shelter
- 07:30 Norwich, Castle Meadow
- 07:40 Harford Park & Ride (free parking)
- 08:10 HSBC Bus Stop, Attleborough
- 08:30 Thetford, London Road (Rear of Chase PH)

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# NEWS

Great Yarmouth Mercury Article - 24 August 2018

## news

### Music

**The Dock Tavern in Gorleston has announced that its most recent charity music day raised more than £1,000.**

Customers at the tavern raised £1,190 on the day through the sale of wristbands.

The total will be added to the money raised from other events held throughout the year, with the final amount going to the Norfolk and Waveney Prostate Cancer Support Group.

The group provide much needed support and information to men and their families who are dealing with, or have been affected by prostate cancer in any way.

The organisers would like to say a thank you to all the local musicians who gave all their time for free and entertained the hundreds of people on the day.

A special mention was given to KB Scaffolding who donated the stage structure, Ben Jay from the Hippodrome Circus for the stages and S&S Lighting.

Find out about events and fundraising at the pub by visiting its website at [www.thedocktavern.com](http://www.thedocktavern.com)

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**ANTHONY CARROLL**

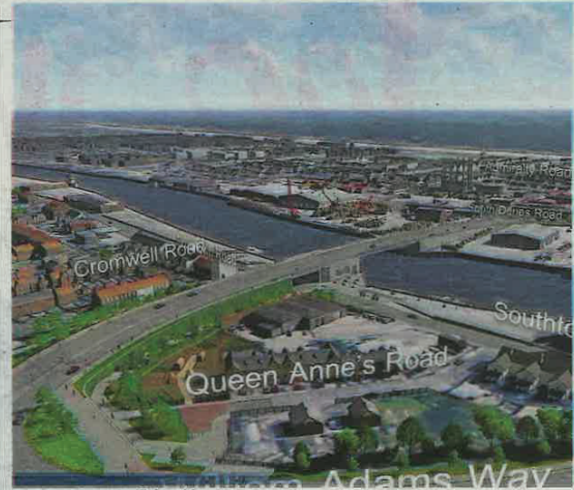
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"It's really important that we hear what people think of our proposals because this will help inform the next stages of the project as we apply for a Development Consent Order.

"If we're successful, this will allow us to start construction on



An image from the flyby video

Picture: NORFOLK COUNTY COUNCIL

schedule in late 2020.

"The crossing is a major project for the town that we expect to cut traffic congestion considerably, and this will have knock-on benefits of shortening journey times, enabling growth and creating jobs, and improving people's quality of life.

"This is likely to be the last chance for people to comment on our proposals for the bridge through a public consultation, so if you care about Yarmouth's future take this chance to find out

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News

news

Road reopens ahead of schedule

**A busy road in Norwich has reopened ahead of schedule after a sewer collapse saw it closed.**

Kett's Hill was closed on Friday after the sewer collapsed, requiring emergency Anglian Water work.

Diversions were put in place, buses rerouted and it was estimated that the road would remain closed until Friday, October 19.

The road was closed at the fiveways roundabout at the bottom of the road right up to the Heartsease roundabout at the top of Plumstead Road.

But Anglian Water confirmed on Monday morning that the work to clear the sewer before rebuilding the collapsed



Emergency repairs to a sewer led to the closure of Kett's Hill in Norwich  
Picture: PETER WALSH.

section had been completed and the road had reopened.

It came amid work on Plumstead Road, which remains partially closed

with traffic lights while BT carries out repairs to service boxes.

The work there is expected to continue until Wednesday, October 17.

Eastern Daily Press Article - 17 October 2018

GoGo Hare raffle

**For the first time a GoGo sculpture has been won by a member of the public in a raffle draw.**

Commissioned to celebrate 250 years of the circus, Pablo the hare, spent his summer in Intu Chapelfield in Norwich and has become the first and only sculpture to be won in a public raffle.

Proving popular with members of the public, tickets sales for Pablo reached £6,380 bringing the grand total raised by the GoGo Hares for Break up to £415,980.

Martin Green, GoGo Hares project manager from Break said: "This was the first time we have done a raffle and it was a step into the unknown, however it has been really well received and it is wonderful that someone who has supported our trail had a chance of winning the hare to keep forever."

In a draw made on Monday afternoon, in Intu Chapelfield competition organisers revealed the lucky winner of Pablo lives in King's Lynn.



Pablo the circus-themed GoGoHare at Intu Chapelfield  
Photo: MARK IVAN BENFIELD

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# Consultation over the Third River Crossing extended

**An administrative blunder means consultation over the proposed £121m Third River Crossing at Great Yarmouth will need to be extended, but council bosses insisted it will not delay the project.**

Norfolk County Council started consultation over the new lifting bridge in August and it closed in early October.

However, in the final days of that consultation, a consultee noticed that 21 plans, which should have been included in the consultation document's preliminary environmental report had been accidentally left out.

So the council has added those plans to the suite of documents and re-opened the consultation to run until Sunday, December 9.

But the council says the extended consultation should not affect the timetable for getting the development consent order

**DAN GRIMMER**  
dan.grimmer@archant.co.uk

application to the planning inspector.

Martin Wilby, chair of Norfolk County Council's environment, development and transport committee, said: "An administrative error on one of the supporting documents to the consultation means that some plans were missing from the version published."

"In response, we have extended the deadline to make sure that people are aware of the issue and have plenty of opportunity to read and comment on the missing plans alongside the published consultation documents."

"We apologise for any confusion this has caused and would like to reassure people that the project remains on schedule."

A final decision would be

made by the secretary of state and the council hopes that will mean construction of the bridge over the River Yare can start in late 2020.

It would see a crossing linking the A47 at Harfreys Roundabout on the western side of the river to South Denes Road on the eastern side of the river.

A dual carriageway road would link Harfreys roundabout to the new roundabout and continue to the bridge to meet South Denes Road at a traffic light controlled junction.

At a meeting of the full county council on Monday, councillors agreed to add the cost of the scheme to its capital programme.

That includes £98m from the Department for Transport, money from the New Anglia Local Enterprise Partnership and £20.5m the council is having to underwrite through borrowing.

## Facebook Post - 21 August 2018



Norfolk County Council

...

Published by MTeam Norfolk [?] · 21 August · 🌐

Our consultation on Great Yarmouth's Third River Crossing is open! We've revealed more details about the bridge and approaches and want to know what you think.

For those of you who don't know, we're proposing to build a new lifting bridge over the River Yare which would link the A47 at Harfrey's roundabout with South Denes Road on the other side of the river. We're on schedule to start construction in late 2020 and get the bridge open and available for use by early 2023.

The fly-through video below shows two possible designs (you'll need to keep watching to see the second one) dependent on the kind of opening mechanism that's used - the final design may look different but it gives you an idea of the range of designs we're considering.

This is a major investment for Great Yarmouth and stands to make a big difference to the town and how people get around. So please spare the time to find out more about our proposals for the bridge and respond to the consultation at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc).



23,363

People reached

3,378

Engagements

Boost Again

## Facebook Post - 23 August 2018



**Norfolk County Council**



Published by MTeam Norfolk [?] · 23 August · 🌐

We're at Great Yarmouth Library this Saturday (25 August) between 10am and 4.30pm for our first staffed consultation event on the proposed Third River Crossing in Great Yarmouth.

This is a chance for you to come and view our proposals for the new bridge, ask any questions you have and respond to the consultation in person. Please spread the word to anyone who might be interested.

And if you can't make it along on Saturday, no problem, there are other consultation events coming up. For information on these, and to find out more about the Third River Crossing and respond to the consultation online, visit [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc).



**17,557**

People reached

**2,710**

Engagements

[Boost Again](#)



## Facebook Post - 29 August 2018



**Norfolk County Council**

Published by MTeam Norfolk [?] · 29 August · 🌐

If you're interested in Great Yarmouth and our plans to build a Third River Crossing in the town, make sure you have a look at what we're proposing and let us know what you think at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc).

And if you have any questions, or want to speak to us about the new bridge, come and see us at the [Priory Centre](#) in Great Yarmouth on Thursday, 30 August any time from 10am to 9pm.

This is a major project for the town that we expect to make a big difference to Great Yarmouth so don't lose your chance to find out about it and tell us what you make of it.



**7,109**

People reached

**552**

Engagements

[Boost Again](#)

## Facebook Post - 31 August 2018



Norfolk County Council



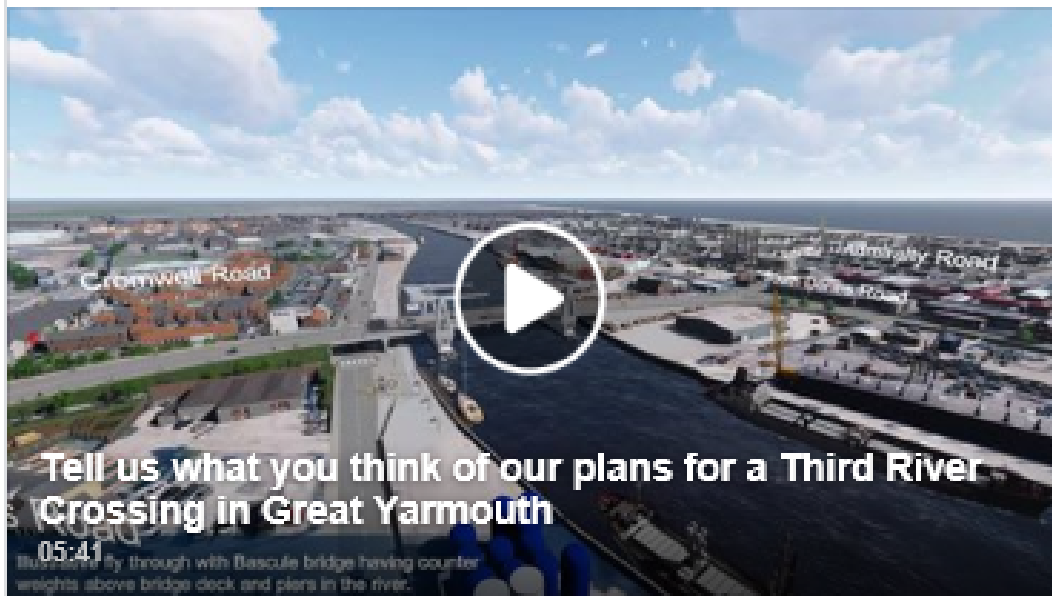
Published by MTeam Norfolk [?] · 31 August · 🌐

Have you had a look at our plans for a Third River Crossing in Great Yarmouth yet? We've revealed more details, including information on the design of the bridge and its approaches and how we're proposing to operate the bridge to allow taller river traffic through.

You can find out more and let us know what you think at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc) via our consultation which is currently open. This may be the last time you get to tell us your views on the bridge through a consultation, so don't lose your chance to get involved.

When the bridge is finished and open to traffic, on schedule for early 2023, we expect it to reduce traffic congestion and make it easier and quicker for people to get around the town.

The video below shows two different illustrative designs for the bridge to show the range of opening mechanisms we're considering - please bear in mind the final bridge may be different.



Tell us what you think of our plans for a Third River Crossing in Great Yarmouth

Send Message

12,449  
People reached

871  
Engagements

Boost Again

## Facebook Post – 3 September 2018



**Norfolk County Council**

Published by MTeam Norfolk [?] · 3 September · 🌐

We're at [Gorleston Library](#) on Tuesday (4 September) for a consultation event on the Third River Crossing we're planning to build in Great Yarmouth.

If you have questions about the new bridge across the River Yare or want to respond to the consultation in person, come and see us anytime between 10am and 8pm.

Or if you'd like to look at our proposals for the bridge and tell us what you think from the comfort of your own home, visit [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc). You have till Friday, 5 October to respond to the consultation, so a little while yet.



**17,478**

People reached

**2,592**

Engagements

[Boost Again](#)

## Facebook Post – 7 September 2018



**Norfolk County Council**

Published by MTeam Norfolk [?] · 7 September · 🌐



Who's going to the [Great Yarmouth Maritime Festival](#) this weekend?

If so, we'll see you there! A few of us will be on an exhibition stand both days, showing people our plans for a Third River Crossing in the town.

If you wander past, come and have a look at our fly-through videos of how the bridge and approaches could look, have a chat, and give us your thoughts by filling in our consultation questionnaire.

You can also find out about our proposals for the new bridge and respond to the consultation online at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc).

And there's information about the Maritime Festival, including what's on and how to get there, at [www.great-yarmouth.co.uk/maritime-festival](http://www.great-yarmouth.co.uk/maritime-festival). Hope we'll see you there 🚢 🗨️ 😊



10,445

People reached

795

Engagements

[Boost Again](#)



## Facebook Post – 9 September 2018



**Norfolk County Council**

Published by MTeam Norfolk [?] · 9 September · 🌐

...

We had a lovely day at the [Great Yarmouth Maritime Festival](#) yesterday, talking about our plans for a [Third River Crossing](#) in the town.

We're there again today so, if you're going, come and have a chat, watch our fly-through video of how the bridge and surrounding area could look and pick up a consultation brochure like Horatio Herring, his wife Mrs Herring and BFF Lofty the Lighthouse did.

They had a bit of trouble leafing through the brochure's pages but they really enjoyed... [See more](#)



**Get more likes, comments and shares**

Boost this post for £10 to reach up to 4,000 people.

**2,418**

People reached

**41**

Engagements

[Boost Post](#)

## Facebook Post – 10 September 2018



Norfolk County Council

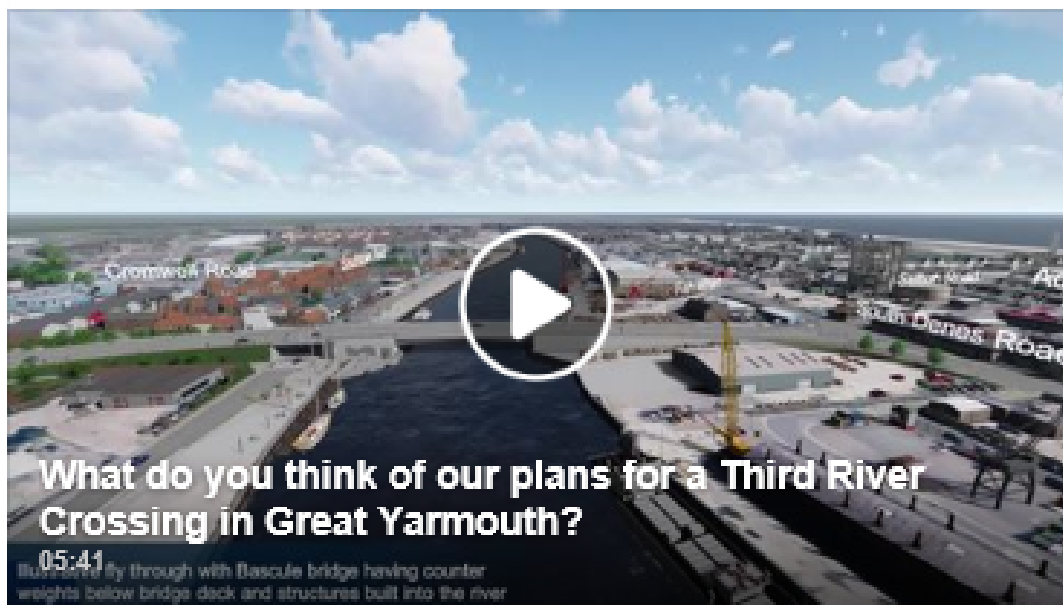


Published by MTeam Norfolk [?] · 10 September · 🌐

We're at the Kings Centre on Queen Anne's Road in Southtown, Great Yarmouth this Wednesday (12 September), talking to people about our proposal to build a Third River Crossing in the town, linking the A47 at Harfrey's Roundabout to South Denes Road on the other side of the river.

Come along any time between 10am and 8pm and have a look at our plans for the bridge and approaches, ask us any questions you have and respond to our public consultation in person.

You can also find out more about the new bridge, which is on schedule to be open for use by early 2023, and tell us what you think of our plans on our website at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc).



Get more likes, comments and shares

Boost this post for £10 to reach up to 4,000 people.

3,757

People reached

55

Engagements

Boost Post

## Facebook Post – 21 September 2018



**Norfolk County Council**

Published by MTeam Norfolk [?] · 21 September · 🌐

Have you told us what you think of our plans for a Third River Crossing in Great Yarmouth yet? Our consultation closes on Friday 5 October so, if you want to give us your thoughts, don't wait too much longer.

For those of you not in the know already, we're proposing to build a new dual carriageway bridge - with pavements and a dedicated cycle path too - over the River Yare connecting to the A47 at Harfrey's roundabout and to South Denes Road on the other side. We're on schedule to start construction at the end of 2020 and get the bridge open for use by early 2023.

But before we can get to this point, we want to know what you think. Visit [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc) to find out more about our proposals and fill out our consultation questionnaire - and please spread the word to anyone who might want to know about the new bridge.



**9,188**

People reached

**851**

Engagements

[Boost Again](#)

## Facebook Post – 28 September 2018



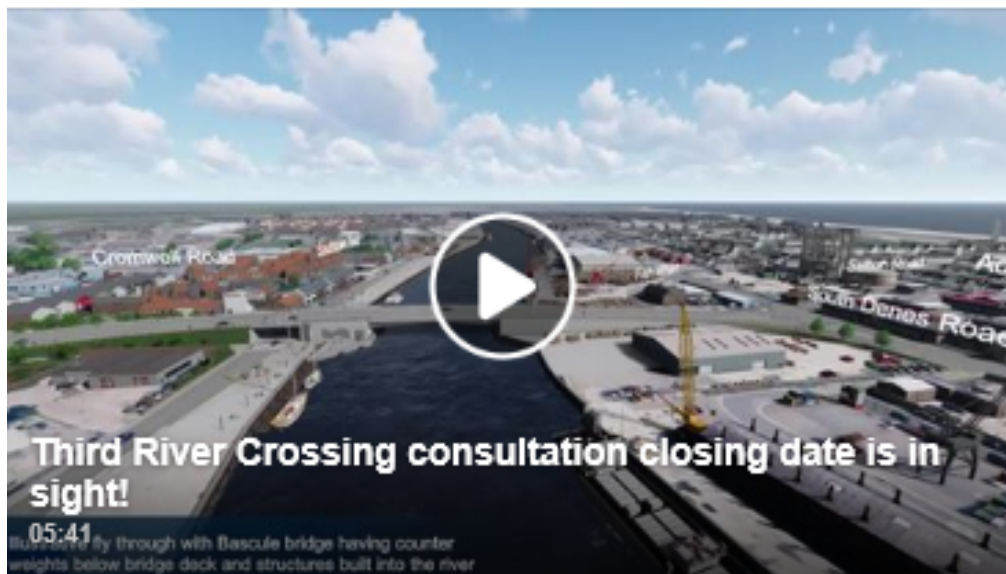
**Norfolk County Council**



Published by MTeam Norfolk [?] · 28 September · 🌐

Time's running out if you want to take part in our consultation on plans for a Third River Crossing in Great Yarmouth - it closes at midnight on Friday, 5 October.

This is a major construction project for the area that we expect to change the way many people get around, so don't lose this chance to tell us what you think. You can find out more about our proposals for the bridge and fill out our consultation questionnaire via [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)



**16,055**

People reached

**896**

Engagements

[Boost Again](#)

Recent activity

Boosted on 28 September  
Audience: Third River Crossing  
By MTeam Norfolk · Completed

[View results](#)

37

25 Comments 42 shares



## Facebook Post – 8 November 2018



**Norfolk County Council**



Published by MTeam Norfolk [?] · 8 November at 11:31 · 🌐

We've extended our consultation on our plans to build a Third River Crossing in Great Yarmouth - you now have till Sunday 9 December to tell us what you think <https://www.norfolk.gov.uk/.../great-yar.../third-river-crossing>



**Get more likes, comments and shares**

Boost this post for £10 to reach up to 4,000 people.

**5,789**

People reached

**180**

Engagements

**Boost Post**

## Facebook Post – 23 November 2018



**Norfolk County Council**



Published by MTeam Norfolk [?] · 23 November at 12:22 ·

There's still time to tell us what you think about our plans to build a Third River Crossing in Great Yarmouth. Find out more and get involved at <https://www.norfolk.gov.uk/.../great-yar.../third-river-crossing>



**Get more likes, comments and shares**

Boost this post for £10 to reach up to 4,000 people.

**4,165**

People reached

**95**

Engagements

**Boost Post**

## Facebook Post – 29 November 2018



**Norfolk County Council**

...

Published by MTeam Norfolk [?] · 29 November at 14:03 · 🌐

Our consultation on plans to build a Third River Crossing in Great Yarmouth has been extended until Sunday 9 December so there's still time to share your views. Find out more and fill in the consultation questionnaire here: <https://www.norfolk.gov.uk/.../great-yar.../third-river-crossing>



**Get more likes, comments and shares**

Boost this post for £10 to reach up to 4,000 people.

**5,482**

People reached

**205**

Engagements

**Boost Post**



## Facebook Post – 4 December 2018



**Norfolk County Council**



Published by MTeam Norfolk [?] · 4 December at 16:19 · 🌐

There's less than a week left to have your say on our plans to build a Third River Crossing in Great Yarmouth. If you want to comment before the consultation deadline on Sunday, please click here to get involved:  
<https://www.norfolk.gov.uk/.../great-yar.../third-river-crossing>



**Get more likes, comments and shares**

Boost this post for £10 to reach up to 4,100 people.

**5,276**

People reached

**242**

Engagements

**Boost Post**



## Twitter Post - 21 August 2018



**Norfolk County Council** @NorfolkCC · Aug 21

Our consultation on Great Yarmouth's Third River Crossing is open! We've revealed more details about the bridge and approaches and want to know what you think. Find out more and respond to the consultation at [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #GY3RC



Retweet icon 16

Like icon 11

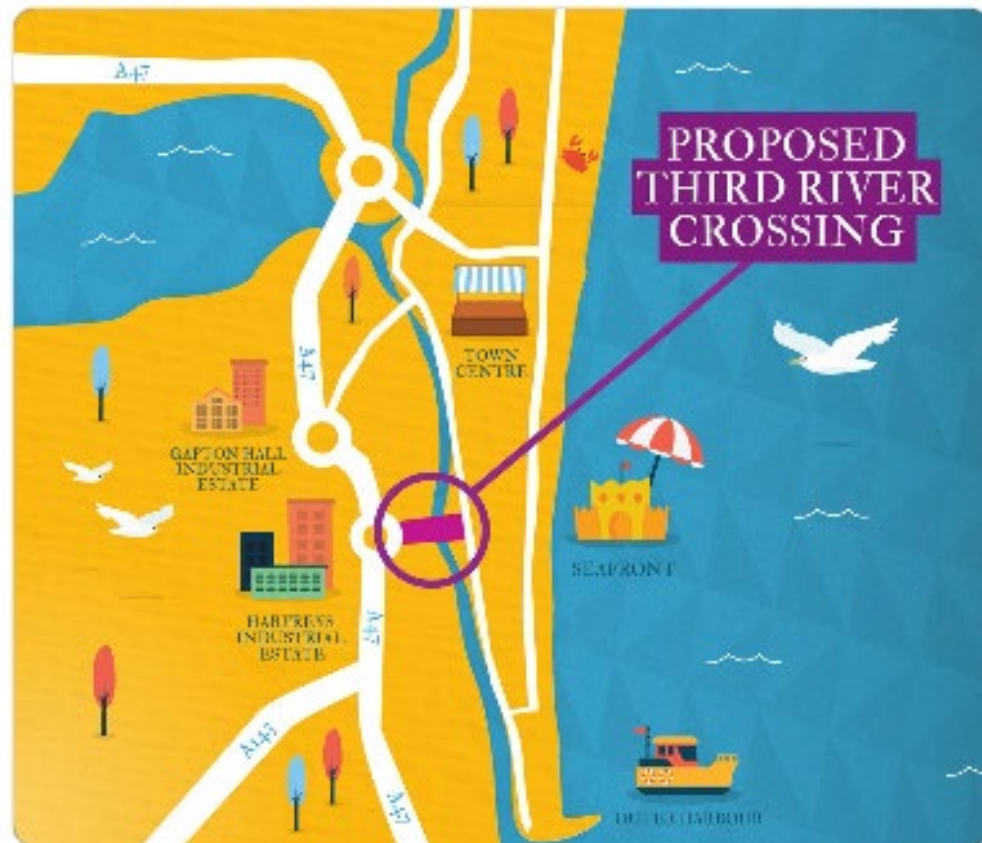


## Twitter Post - 22 August 2018



**Norfolk County Council** @NorfolkCC · Aug 22

If you're in #GreatYarmouth town centre tomorrow, look out for us @Market\_Gates shopping centre between 10am & 2pm. Norfolk County Council staff will be opposite Starbucks and the O2 shop with information about the Third River Crossing consultation [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #GY3RC



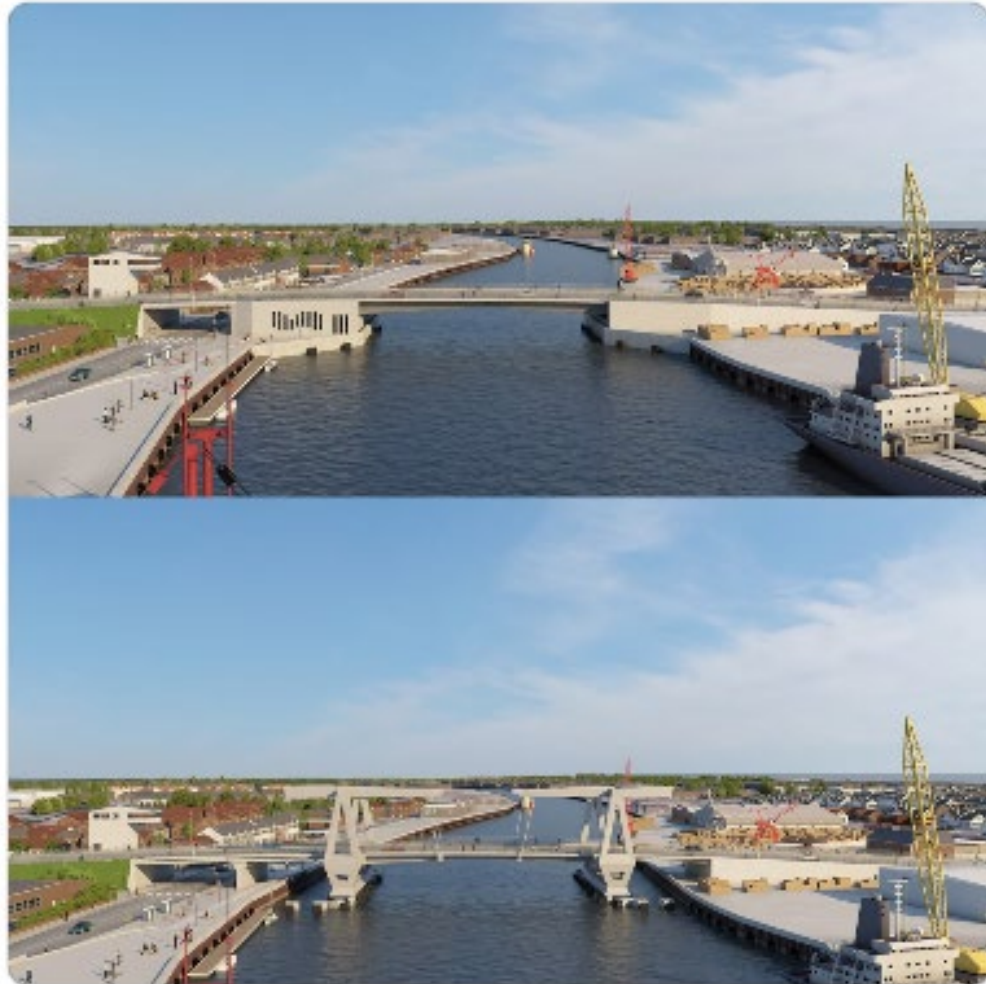
## Twitter Post - 23 August 2018



**Norfolk County Council**  @NorfolkCC · Aug 23

We're @YarmouthLib this Saturday (25 Aug), 10am - 4.30pm, for our first staffed consultation event on the proposed Third River Crossing in the town.

Come and view our proposals, ask any questions you have and respond to the consultation in person [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #GY3RC





## Twitter Post - 29 August 2018



**Norfolk County Council** @NorfolkCC · Aug 29

If you're in Great Yarmouth tomorrow and are interested in our plans to build a Third River Crossing in the town, come and see us at the Priory Centre from 10am to 9pm. You can ask us any questions you have and respond to the consultation in person [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc



3

15

15





## Twitter Post - 30 August 2018



**Norfolk County Council** @NorfolkCC · Aug 30

Curious about our plans to build a new bridge over the River Yare in Great Yarmouth? We're at the Priory Centre in the town till 9pm so come and see us, look at our proposals and ask us any questions you have [norfolk.gov.uk/3rc](https://norfolk.gov.uk/3rc) #gy3rc



1 5 5

## Twitter Post - 31 August 2018



**Norfolk County Council** @NorfolkCC · Aug 31

Have you let us know what you think of our plans to build a Third River Crossing in Great Yarmouth yet? We've revealed more details so if you live or work in the town, visit regularly or are simply curious, please take a look & give us your opinions [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc



2 3 4

## Twitter Post – 3 September 2018

♥ Norfolk County Council Gorleston Library and 2 others liked



**Norfolk County Council** @NorfolkCC · Sep 3

We're @GorlestonLib 10am-8pm tomorrow (Tues) for a consultation event on the Third River Crossing we're planning to build in #GreatYarmouth.

If you have questions about the proposed bridge or want to give us your views in person, do come and see us [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc





## Twitter Post – 7 September 2018



**Norfolk County Council** @NorfolkCC · Sep 7

Who's going to the #GreatYarmouthMaritimeFest this weekend? 🚢

If so, we'll see you there. A few of us will be on an exhibition stand both days, showing people our plans for a Third River Crossing in the town. Come & say hello if you wander past [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc





## Twitter Post – 9 September 2018

♥ Martin Wilby and 1 other liked



**Norfolk County Council** @NorfolkCC · Sep 9

We had a great day @GYMaritime Festival yesterday, talking to people about our plans for a Third River Crossing in the town.

We're there again today so come and have a chat, watch our fly-through video and pick up a consultation brochure like Horatio Herring and pals did #gy3rc



↻ 6

♥ 10



## Twitter Post – 12 September 2018



**Norfolk County Council** @NorfolkCC · Sep 12

Interested in our plans to build a Third River Crossing in #GreatYarmouth? We're at the Kings Centre on Queen Anne's Road in Southtown this Weds, 10am - 8pm. Drop in any time to look at what we're proposing and ask any questions you have [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc



## Twitter Post –21 September 2018

♥ Jonathon childs liked



**Norfolk County Council** @NorfolkCC · Sep 21

You have two weeks left to tell us what you think of our plans for a Third River Crossing in #GreatYarmouth - our consultation closes on Friday 5 October. If you live or work in the area, or visit regularly, don't lose the chance to have your say [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc



🗨️ ↻ 7 ❤️ 2 📊



## Twitter Post – 28 September 2018



**Norfolk County Council** @NorfolkCC · Sep 28

Time's running out if you want to take part in our consultation on plans for a Third River Crossing in #GreatYarmouth - it closes next Friday. You can find out more about our proposals for the bridge and fill out our consultation questionnaire via [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc





## Twitter Post – 8 November 2018

♥ Norfolk Conservatives liked



**Norfolk County Council** @NorfolkCC · Nov 8

We've extended our consultation on our plans to build a Third River Crossing in Great Yarmouth - you now have till Sunday 9 December to tell us what you think [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc



## Twitter Post – 23 November 2018



**Norfolk County Council**  @NorfolkCC · Nov 23

There's still time to tell us what you think about our plans to build a Third River Crossing in Great Yarmouth. Find out more and get involved at [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc



## Twitter Post – 29 November 2018



**Norfolk County Council** @NorfolkCC · Nov 29

Our consultation on plans to build a Third River Crossing in Great Yarmouth has been extended until Sunday 9 December so there's still time to share your views. Find out more and fill in the consultation questionnaire at [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc





## Twitter Post – 4 December 2018



**Norfolk County Council**  @NorfolkCC · Dec 4

There's less than a week left to have your say on our plans to build a Third River Crossing in Great Yarmouth. If you want to comment before the consultation deadline on Sunday, please click here to get involved: [norfolk.gov.uk/3rc](http://norfolk.gov.uk/3rc) #gy3rc





Illustrative design for one of the opening mechanisms being considered. Final design might be different.



## Have your say on Third River Crossing design

**There is still the chance to take part in the latest consultation about the Third River Crossing. This has seen more than 200 responses so far and the deadline for comments has been extended to Sunday, 9 December.**

The estimated £120m project by Norfolk County Council will see a dual carriageway road crossing the River Yare via a new double-leaf lifting bridge, linking the port and Enterprise Zone, at South Denes Road, to the A47 at Harfrey's roundabout.

Great Yarmouth Borough Council actively supported lobbying to secure funding for the bridge, which will significantly improve traffic flows, help to create thousands of jobs and unlock further business, regeneration and economic growth opportunities.

In a vote of confidence in the local and regional economies, the Government has already

committed £98m towards the project, approved the outline business case and recognised it as a nationally significant infrastructure project.

The county council is undertaking a public consultation, asking people for their opinions on the latest proposed designs for the bridge and its approaches, proposals for how the bridge will operate and its likely effects on traffic.

The county council intends to apply for the various national consents needed in spring 2019 and, following a public examination period, a decision is expected in 2020. If approved, construction is due to start in 2020 with the bridge open in early 2023.

Work is also underway to appoint a contractor which will be responsible for finalising the design and construction. Find out more and take part in the consultation at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc) #GY3RC



### ELECTIONS

The next local elections will be held on Thursday, 2 May, 2019. Following a local referendum in 2017, Great Yarmouth Borough Council will be moving to whole council elections, where all 39 seats come up for election every four years.

This means there will be elections for all seats and wards in May, with no further borough council elections until 2023. Registering to vote is easiest online via [www.gov.uk/register-to-vote](http://www.gov.uk/register-to-vote) or contact the Elections Team via 01493 846327.



## Great feedback from cruise ship passengers

**Great Yarmouth welcomed visits from two luxury liners this summer, offering the opportunity to develop an exciting new side to the visitor economy from the Outer Harbour.**

The MV Seabourn Quest brought more than 450 passengers in June as part of a Northern European tour by the US-based cruise operator Seabourn. Then in September more than 600 visitors docked aboard the MV Seabourn Ovation as part of a tour of UK heritage sites.

The council worked with Peel Ports Great Yarmouth and Norfolk County Council to ensure passengers received a five-star welcome, including arranging a quayside civic reception and coach tours to take passengers and crew to just some of the town's special places. Passenger feedback was very positive and a further visit is planned in 2019.

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## Appendix G-14 Part 1 – Consultation Materials: Missing Preliminary Environmental Information Report Figures

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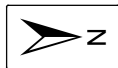
**Great Yarmouth Third River Crossing - Stage 3 (Statutory pre-application) Consultation Preliminary Environmental Information Report (PEIR) Index of Missing Figures**

<b>Figure</b>	<b>Description</b>
Figure 8.3: Bat Survey Area	1 plan showing the proposed locations of bat surveys, including internal roost inspections, listening points and activity transects. (See Table 8.3 of PEIR Volume 1)
Figure 8.4: Water Vole Survey Area	1 plan showing the proposed locations for surveys to identify the presence of water voles. (See Table 8.3 of PEIR Volume 1)
Figure 8.5: Bird Survey Area	1 plan showing the proposed locations for surveys to identify the presence and species of birds. (See Table 8.3 of PEIR Volume 1)
Figure 8.6: Statutory Designated Sites	1 plan showing the locations of Statutory designated conservation sites such as Sites of Special Scientific Interest. (See Section 8.4.3 to 8.4.4 of PEIR Volume 1)
Figures 9.1 and 9.1a: Designated Heritage Assets	2 plans showing the locations of designated cultural heritage features (e.g. Conservation Areas, Listed Buildings and Scheduled Monuments) within a 1km study area of the Proposed Scheme. (See Sections 9.1.1 to 9.1.4 of PEIR Volume 1)
Figure 9.2: Non-Designated Heritage Assets	1 plan showing the locations of non-designated cultural heritage features within 500m of the Proposed Scheme (See Sections 9.1.1 to 9.1.4 of PEIR Volume 1). Non-designated cultural heritage assets include features identified as having a degree of significance, meriting consideration in planning decisions but which are not formally designated.
Figure 9.3a to 9.3f: Heritage Assets (Designated and Non-Designated): Proposed VMS Locations	6 plans showing the locations of both designated and non-designated cultural heritage features within 250m of the proposed electronic variable message traffic signs. (See Sections 9.1.1 to 9.1.4 of PEIR Volume 1)
Figure 9.3g: Heritage Assets (Designated): Proposed Large Vessel Waiting Facility	1 plan showing the locations of both designated and non-designated cultural heritage features within 250m of the proposed large vessel waiting facility. (See Sections 9.1.1 to 9.1.4 of PEIR Volume 1)
Figure 10.1: Proposed Viewpoint Locations	1 plan showing the locations used for assessment of the visual impact of the Proposed Scheme. (See Sections 10.3.34 to 10.3.36 of PEIR Volume 1)
Figure 10.2: Proposed Viewpoint Locations	1 plan showing the locations used for assessment of the visual impact of the Proposed Scheme. (See Sections 10.3.34 to 10.3.36 of PEIR Volume 1)
Figure 10.3: Proposed Study Area	1 plan showing the overall study area for assessment of the visual impact of the Proposed Scheme. (See Chapter 10 of PEIR Volume 1)
Figure 11.1: Water Environment Key Features	1 plan showing the overall study area for assessment of the drainage and groundwater impacts of the Proposed Scheme. (See Chapter 11 of PEIR Volume 1)
Figure 12.1: Flood Risk Study Area	1 plan showing the overall study area for assessment of the flood risk impacts of the Proposed Scheme. (See Chapter 12 of PEIR Volume 1)
Figure 12.2: EA Flood Map for Planning	1 plan showing the Environment Agency designated flood risk zones. (See Sections 12.4.1 to 12.4.6 of PEIR Volume 1)
Figure 17.1: Transport Assessment Study Area	1 plan showing the overall study area for assessment of the transport impact of the Proposed Scheme. (See Chapter 14 of PEIR Volume 1)





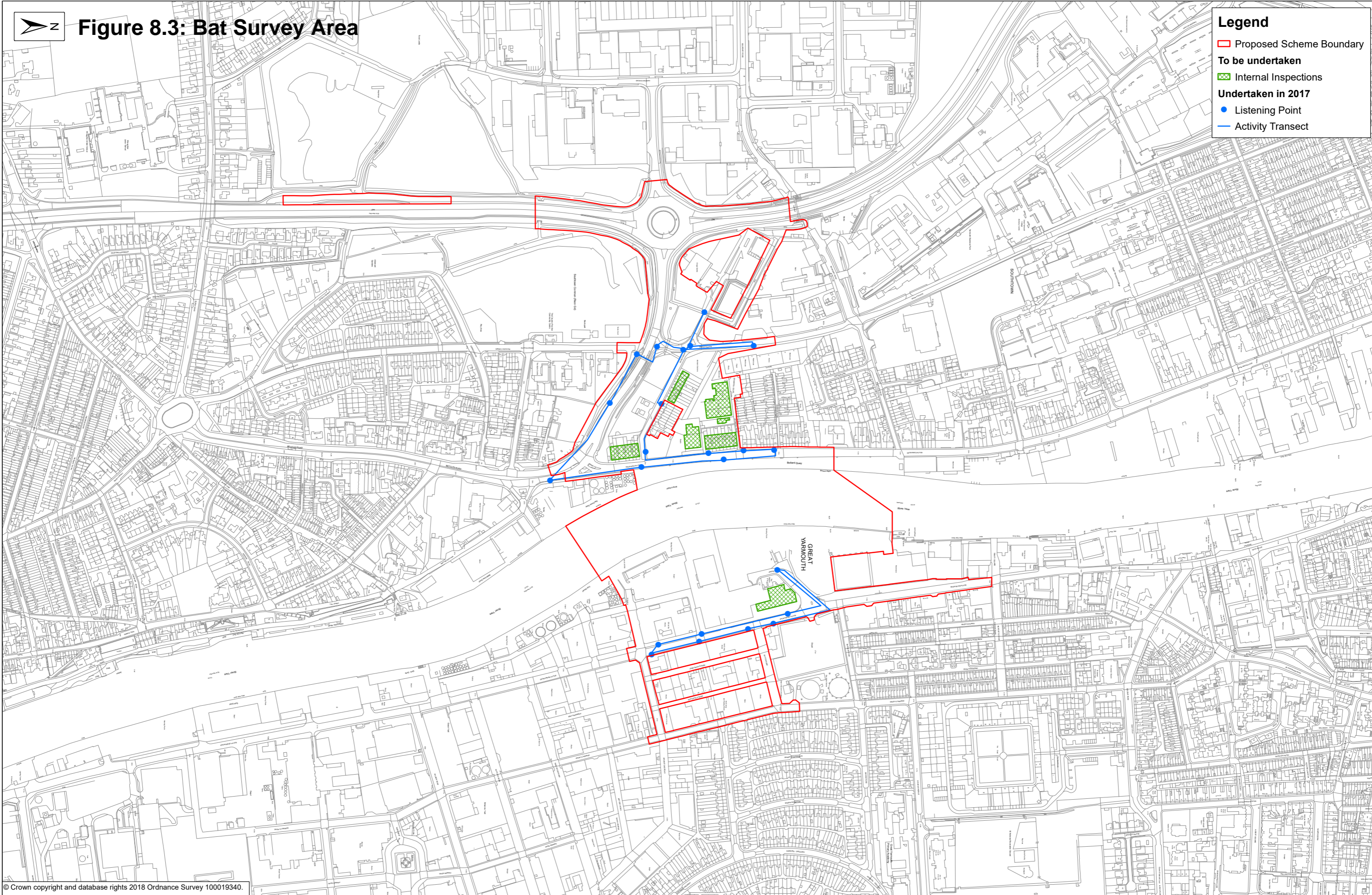




**Figure 8.3: Bat Survey Area**

**Legend**

- ▭ Proposed Scheme Boundary
- ▨ To be undertaken
- ▨ Internal Inspections
- Undertaken in 2017
- Listening Point
- Activity Transect



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**Norfolk County Council**  
 Tom McCabe  
 Executive Director of  
 Community and Environmental Services  
 Norfolk County Council  
 County Hall, Martineau Lane  
 Norwich NR1 2SG



DRAWING TITLE	
Figure 8.3 Bat Survey Area	

REV.	DESCRIPTION	CHECKED	DATE
A	INITIAL ISSUE	JD	13/07/18

DESIGNED BY	INITIALS	DATE	DRAWING No.
	-	-	GYTRC-WSP-EBD-XX-DR-EC-0003
DRAWN BY	BS	16/10/2018	PROJECT TITLE
CHECKED BY	DE	16/10/2018	GREAT YARMOUTH THIRD RIVER CROSSING
APPROVED BY	JD	16/10/2018	SCALE
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			FILE No.

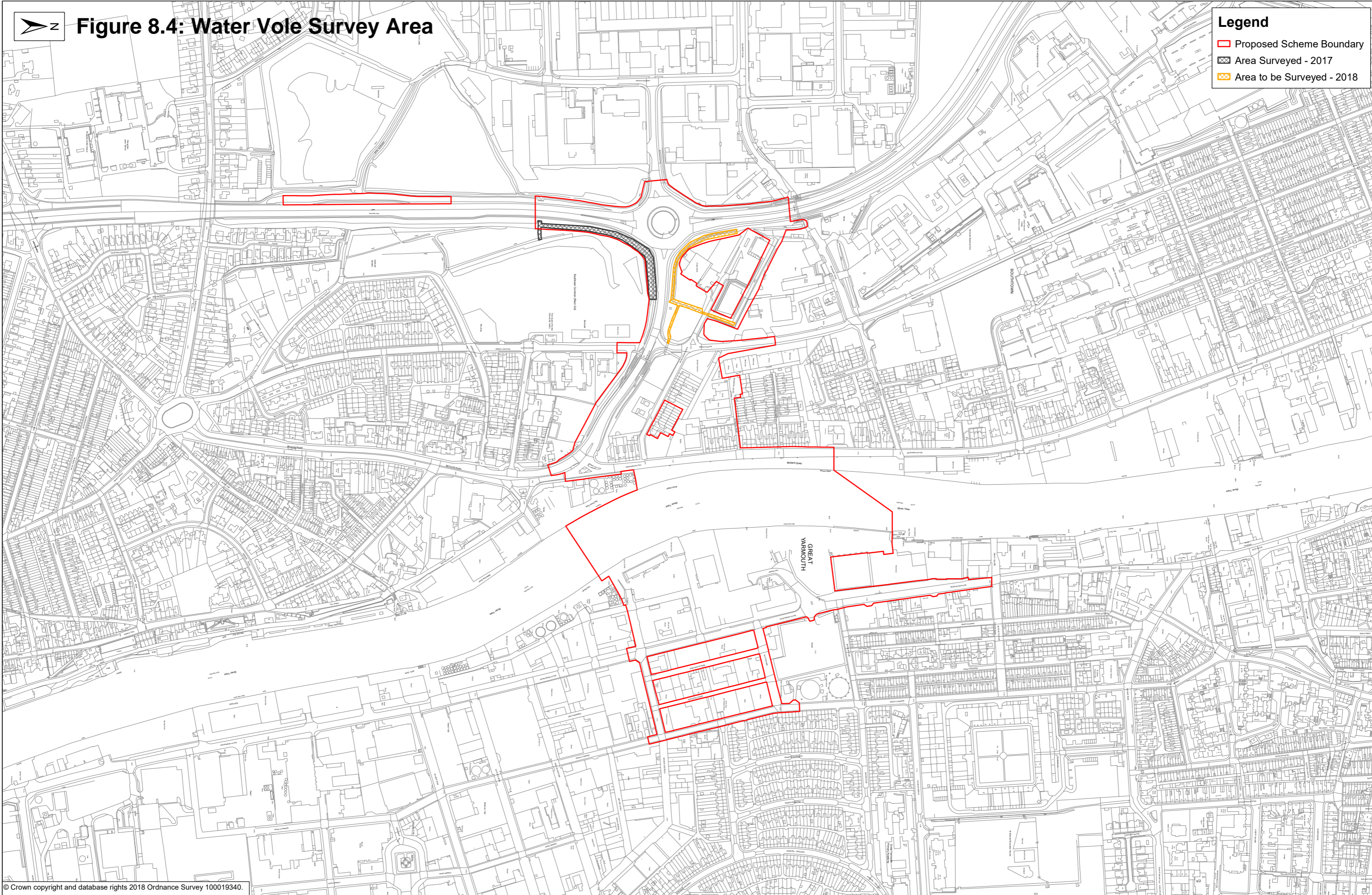




**Figure 8.4: Water Vole Survey Area**

**Legend**

- Proposed Scheme Boundary
- Area Surveyed - 2017
- Area to be Surveyed - 2018



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**DRAWING TITLE**  
 Figure 8.4 Water Vole Survey Area

REV.	DESCRIPTION	CHECKED	DATE
A	INITIAL ISSUE	JD	13/07/18

DESIGNED BY	INITIALS	DATE	DRAWING No.
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DRAWN BY	BS	16/10/2018	PROJECT TITLE
CHECKED BY	DE	16/10/2018	GREAT YARMOUTH THIRD RIVER CROSSING
APPROVED BY	JD	16/10/2018	SCALE
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			FILE No.

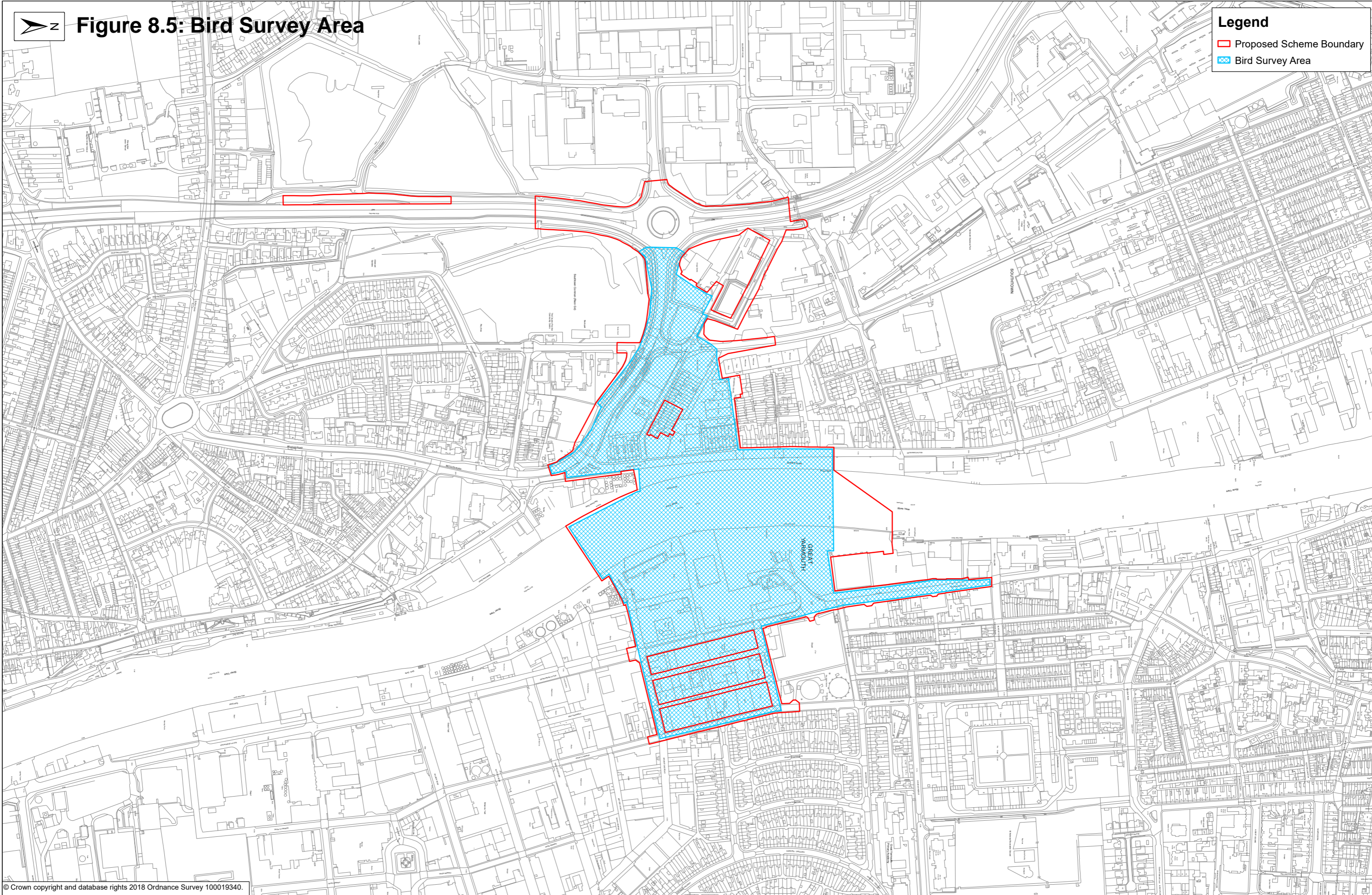




# Figure 8.5: Bird Survey Area

**Legend**

- Proposed Scheme Boundary
- Bird Survey Area



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DRAWING TITLE  
 Figure 8.5 Bird Survey Area

REV.	DESCRIPTION	CHECKED	DATE
A	INITIAL ISSUE	JD	13/07/18

DESIGNED BY	INITIALS	DATE	DRAWING No.
	-	-	GYTRC-WSP-EBD-XX-DR-EC-0005
DRAWN BY	BS	17/10/2018	PROJECT TITLE
CHECKED BY	DE	17/10/2018	GREAT YARMOUTH THIRD RIVER CROSSING
APPROVED BY	JD	17/10/2018	SCALE
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			FILE No.

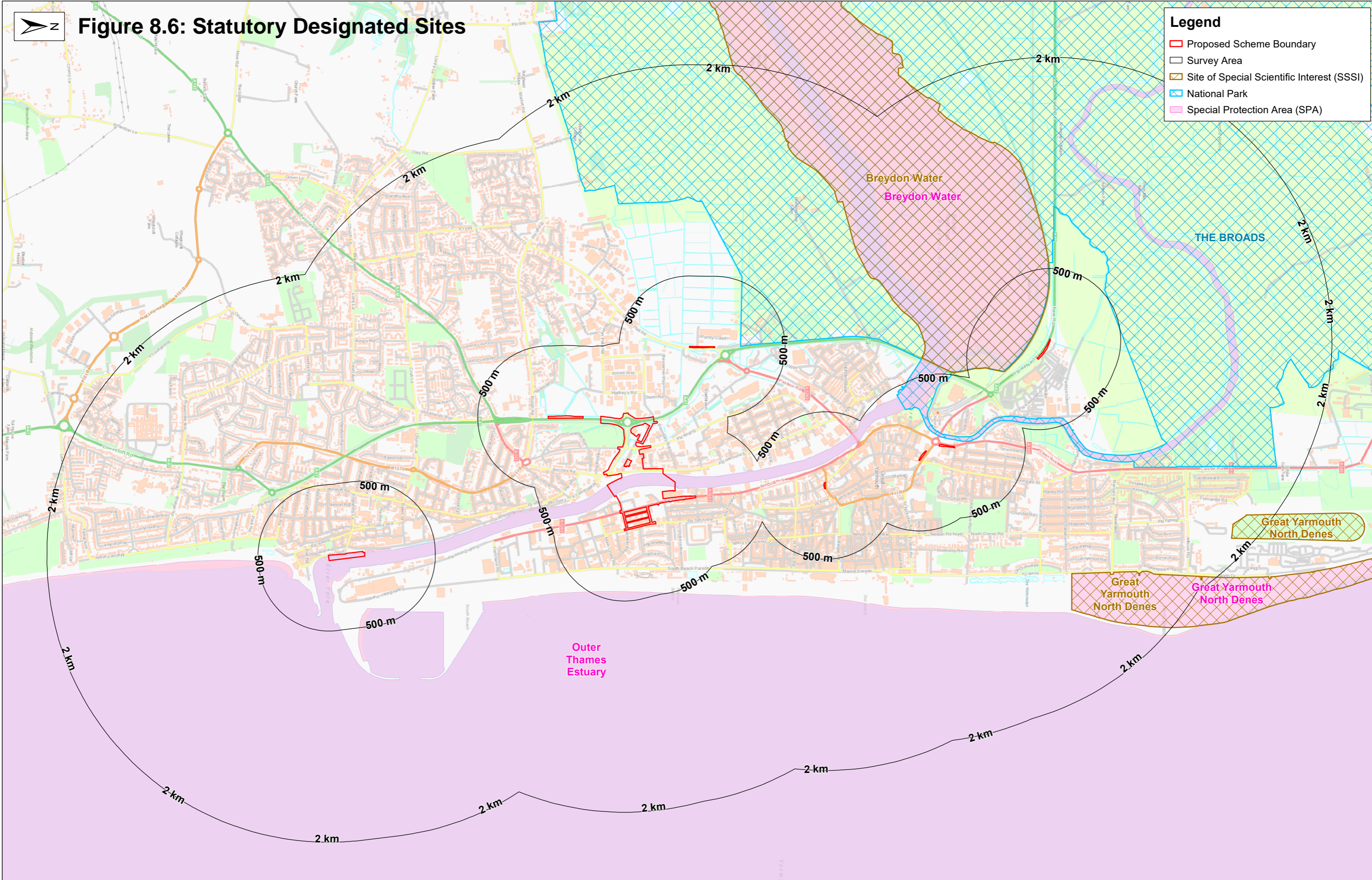




**Figure 8.6: Statutory Designated Sites**

**Legend**

- Proposed Scheme Boundary
- Survey Area
- Site of Special Scientific Interest (SSSI)
- National Park
- Special Protection Area (SPA)



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**DRAWING TITLE**  
 Figure 8.6 Statutory Designated Sites

REV.	DESCRIPTION	CHECKED	DATE
A	INITIAL ISSUE	JD	13/07/18

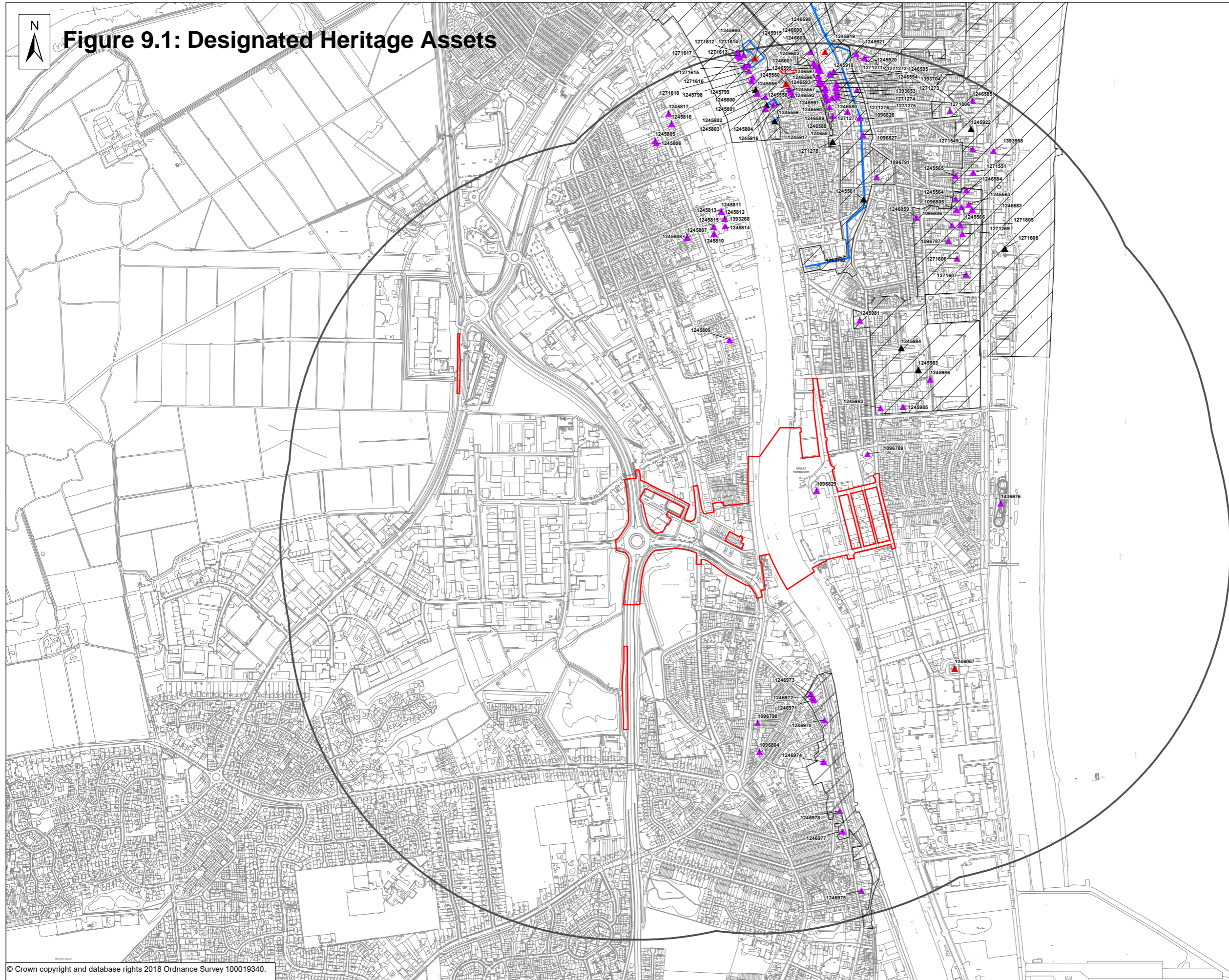
DESIGNED BY	INITIALS	DATE	DRAWING No.
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DRAWN BY	BS	16/10/2018	PROJECT TITLE GREAT YARMOUTH THIRD RIVER CROSSING
CHECKED BY	DE	16/10/2018	
APPROVED BY	JD	16/10/2018	SCALE 1:12,000@ A1
			FILE No.





# Figure 9.1: Designated Heritage Assets

- KEY**
- Listed Buildings**
- Grade**
- ▲ Grade I
  - ▲ Grade II
  - ▲ Grade II\*
- ▭ Proposed Scheme Boundary
  - ▨ Conservation Areas
  - ▭ Scheduled Monument
  - 1 KM Study Area



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REV.	DESCRIPTION	CHECKED	DATE
01	INITIAL ISSUE	JD	13/07/2018

DESIGNED BY	INITIALS	DATE	DRAWING No.
AG	AG	16/10/2018	GYTRC-WSP-HER-XX-DR-AR-0001
DRAWN BY	RH	16/10/2018	PROJECT TITLE
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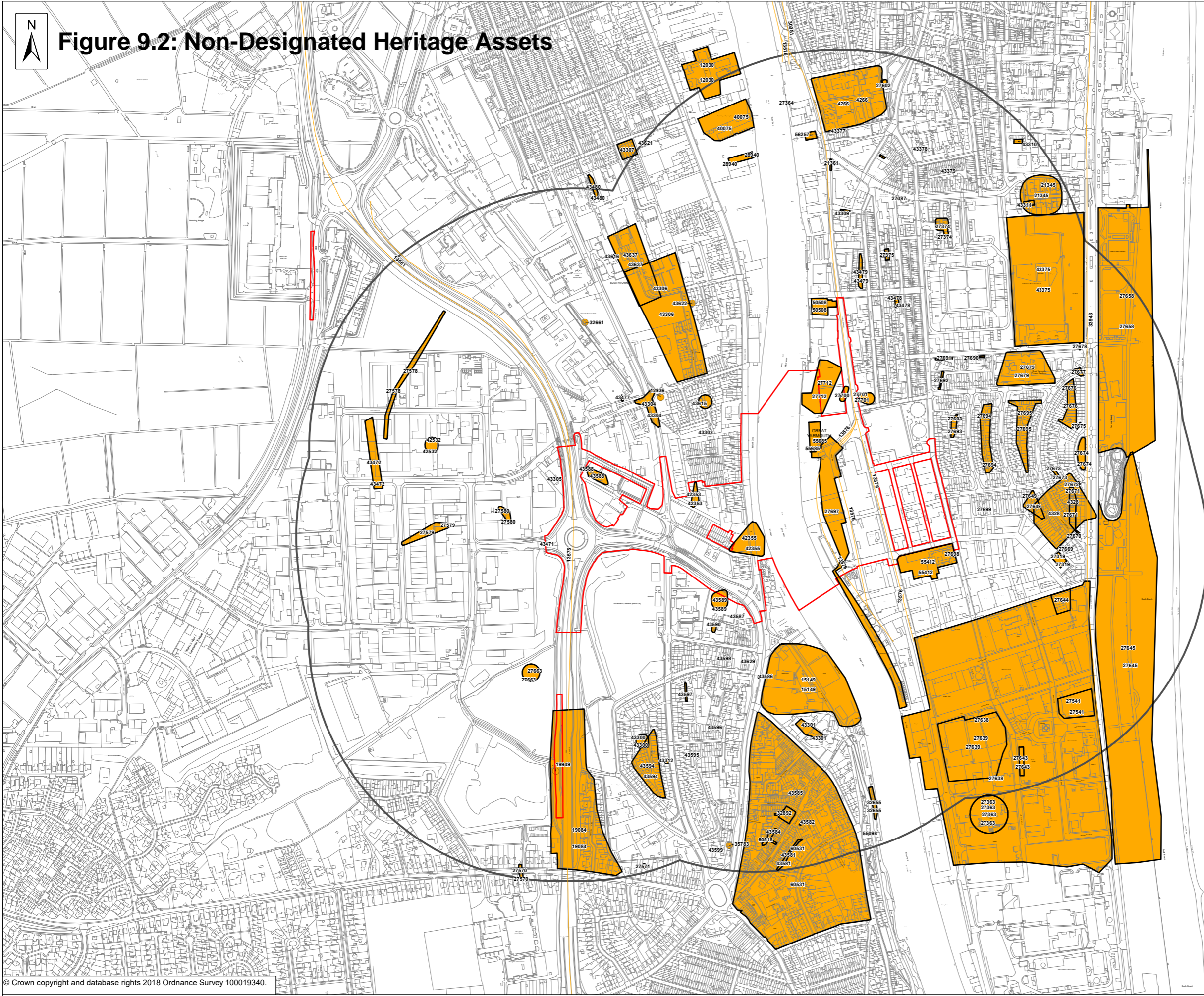




# Figure 9.2: Non-Designated Heritage Assets

**KEY**

- Proposed Scheme Boundary
- 500m Study Area
- Non-Designated Heritage Assets



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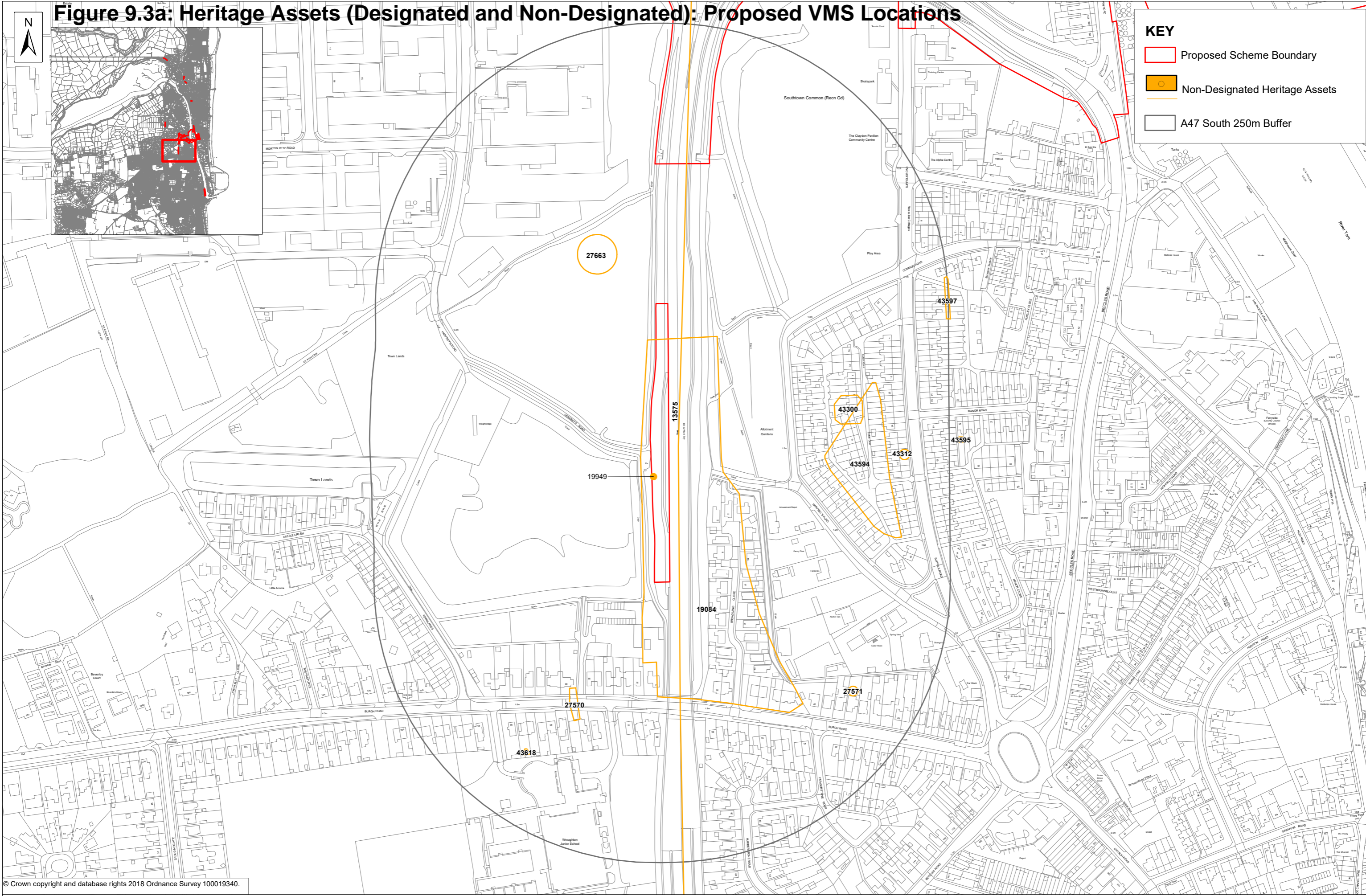
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 Figure 9.2 – Non-Designated Heritage Assets

REV.	DESCRIPTION	CHECKED	DATE
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DESIGNED BY	INITIALS	DATE	DRAWING No.
AG	AG	16/10/2018	GYTRC-WSP-HER-XX-DR-AR-0003
DRAWN BY	RH	16/10/2018	PROJECT TITLE
CHECKED BY	JD	16/10/2018	GREAT YARMOUTH THIRD RIVER CROSSING
APPROVED BY	JD	16/10/2018	SCALE
			1:3,768 @ A1
			FILE No.



# Figure 9.3a: Heritage Assets (Designated and Non-Designated): Proposed VMS Locations



**KEY**

- Proposed Scheme Boundary
- Non-Designated Heritage Assets
- A47 South 250m Buffer

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**DRAWING TITLE**  
 Figure 9.3a – Heritage Assets (Designated and Non-Designated): Proposed VMS Locations

REV.	DESCRIPTION	CHECKED	DATE
01	INITIAL ISSUE	JD	13/07/2018

DESIGNED BY	INITIALS	DATE	DRAWING No.
AG	AG	16/10/2018	GYTRC-WSP-HER-XX-DR-AR-0004
DRAWN BY	RH	16/10/2018	PROJECT TITLE
CHECKED BY	JD	16/10/2018	GREAT YARMOUTH THIRD RIVER CROSSING
APPROVED BY	JD	16/10/2018	SCALE
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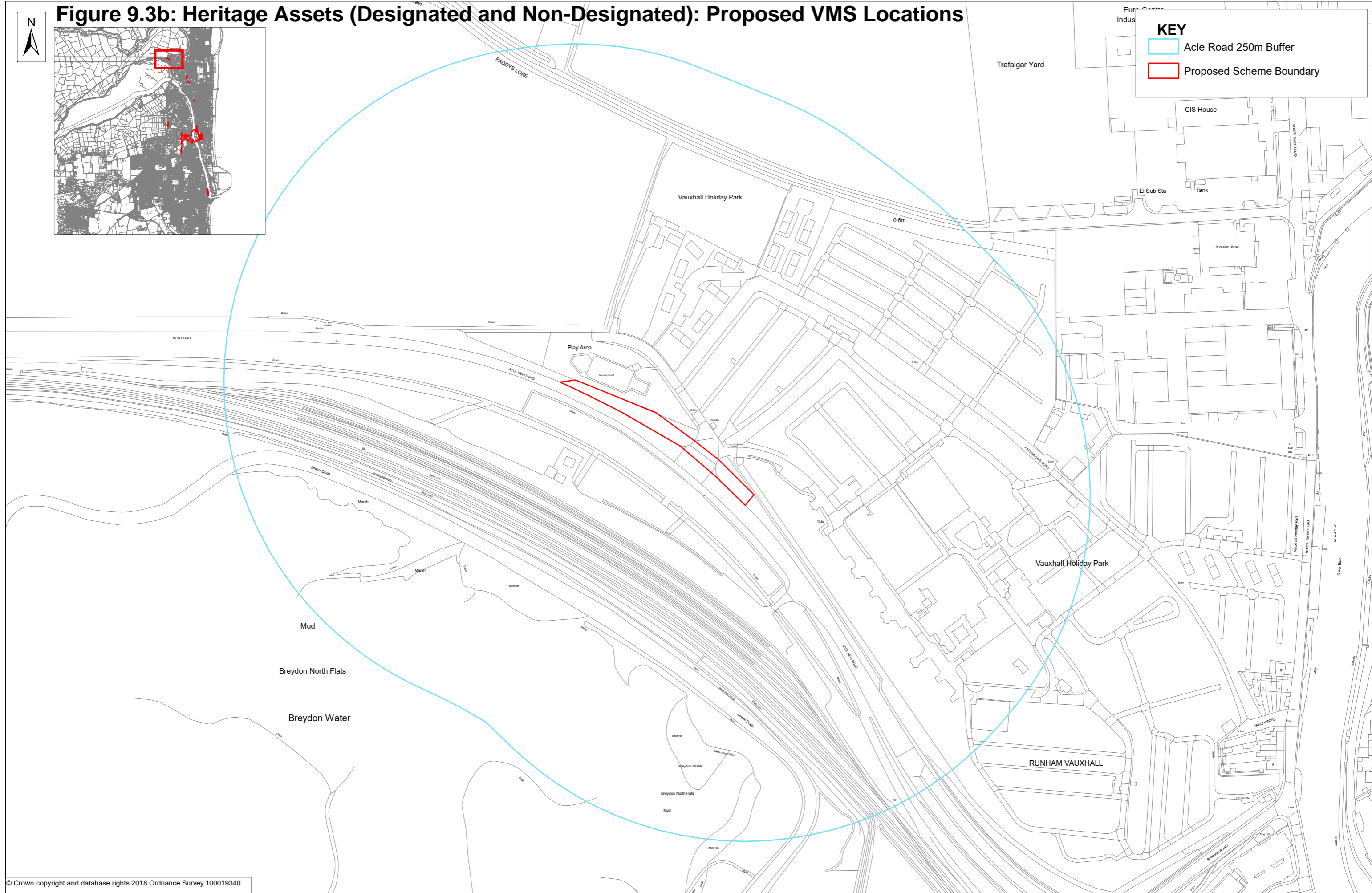


**Figure 9.3b: Heritage Assets (Designated and Non-Designated): Proposed VMS Locations**



**KEY**

- Acle Road 250m Buffer
- Proposed Scheme Boundary



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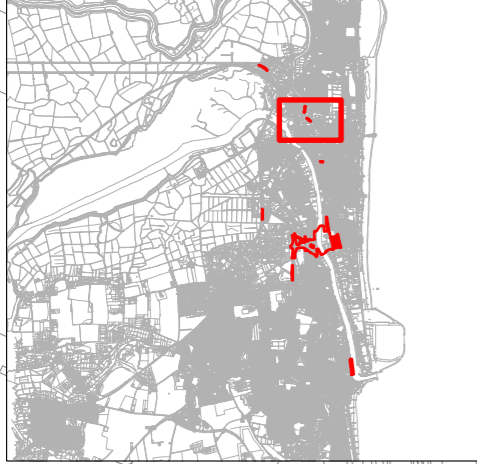
REV.	DESCRIPTION	CHECKED	DATE
01	INITIAL ISSUE	JD	13/07/2018

DESIGNED BY	INITIALS	DATE
AG	AG	16/10/2018
RH	RH	16/10/2018
JD	JD	16/10/2018
JD	JD	16/10/2018

DRAWING No.	GYTRC-WSP-HER-XX-DR-AR-0005
PROJECT TITLE	GREAT YARMOUTH THIRD RIVER CROSSING
SCALE	1:1,250 @ A1
FILE No.	



# Figure 9.3c: Heritage Assets (Designated and Non-Designated): Proposed VMS Locations



**KEY**

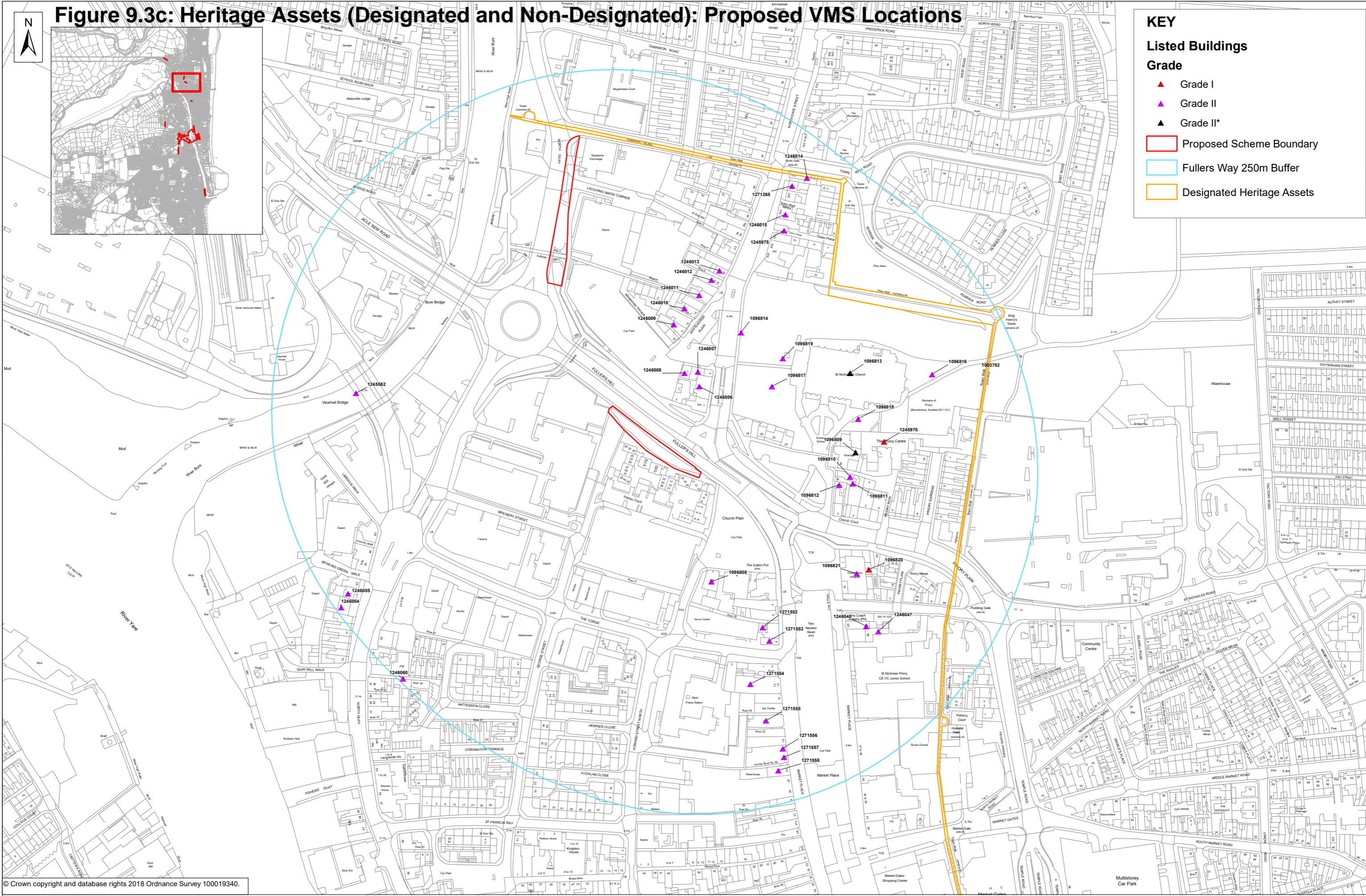
**Listed Buildings**

- ▲ Grade I
- ▲ Grade II
- ▲ Grade II\*

▭ Proposed Scheme Boundary

▭ Fullers Way 250m Buffer

▭ Designated Heritage Assets



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**DRAWING TITLE**  
 Figure 9.3c – Heritage Assets (Designated and Non-Designated): Proposed VMS Locations

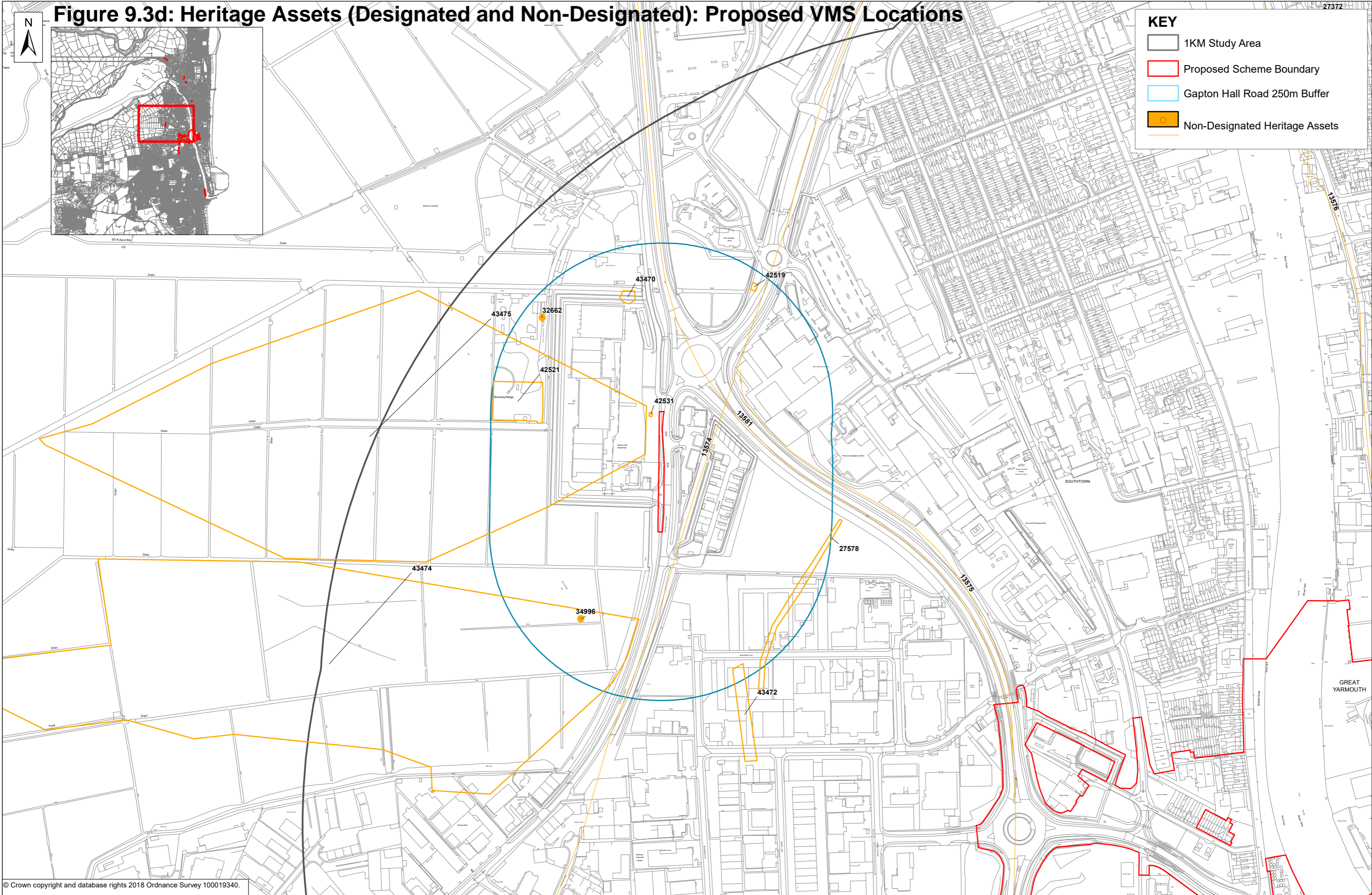
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01	INITIAL ISSUE	JD	13/07/2018

DESIGNED BY	INITIALS	DATE
AG	AG	16/10/2018
RH	RH	16/10/2018
JD	JD	16/10/2018
JD	JD	16/10/2018

DRAWING No.	GYTRC-WSP-HER-XX-DR-AR-0006
PROJECT TITLE	GREAT YARMOUTH THIRD RIVER CROSSING
SCALE	1:1,250 @ A1
FILE No.	



# Figure 9.3d: Heritage Assets (Designated and Non-Designated): Proposed VMS Locations



**KEY**

- 1KM Study Area
- Proposed Scheme Boundary
- Garton Hall Road 250m Buffer
- Non-Designated Heritage Assets

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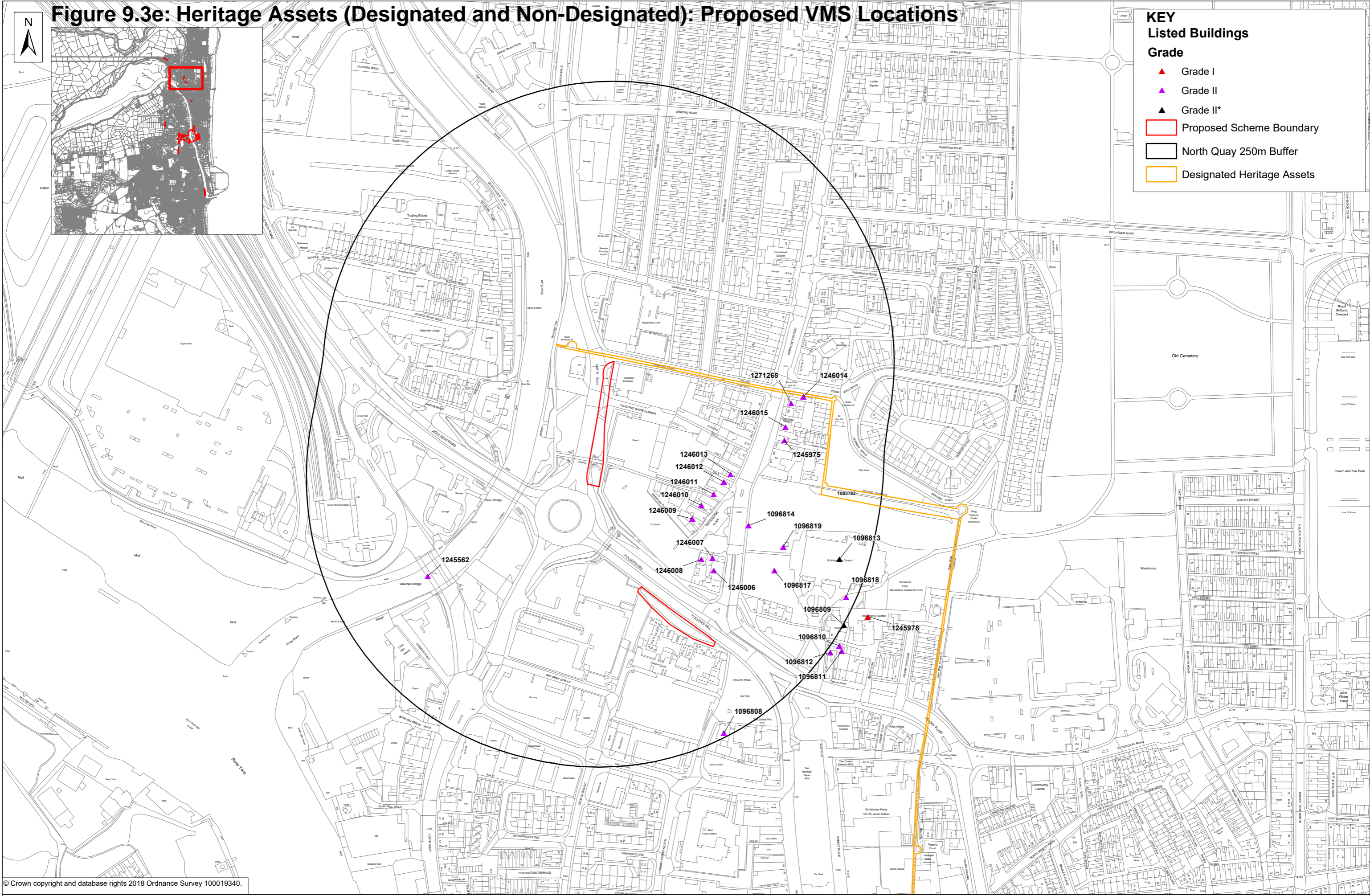
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 Figure 9.3d – Heritage Assets (Designated and Non-Designated): Proposed VMS Locations

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DESIGNED BY	INITIALS	DATE	DRAWING No.
AG	AG	16/10/2018	GYTRC-WSP-HER-XX-DR-AR-0007
DRAWN BY	RH	16/10/2018	PROJECT TITLE
CHECKED BY	JD	16/10/2018	GREAT YARMOUTH THIRD RIVER CROSSING
APPROVED BY	JD	16/10/2018	SCALE
			1:2,500 @ A1
			FILE No.



# Figure 9.3e: Heritage Assets (Designated and Non-Designated): Proposed VMS Locations



**KEY**

**Listed Buildings**

**Grade**

- ▲ Grade I
- ▲ Grade II
- ▲ Grade II\*

▭ Proposed Scheme Boundary

○ North Quay 250m Buffer

▭ Designated Heritage Assets

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**DRAWING TITLE**

Figure 9.3e – Heritage Assets (Designated and Non-Designated): Proposed VMS Locations

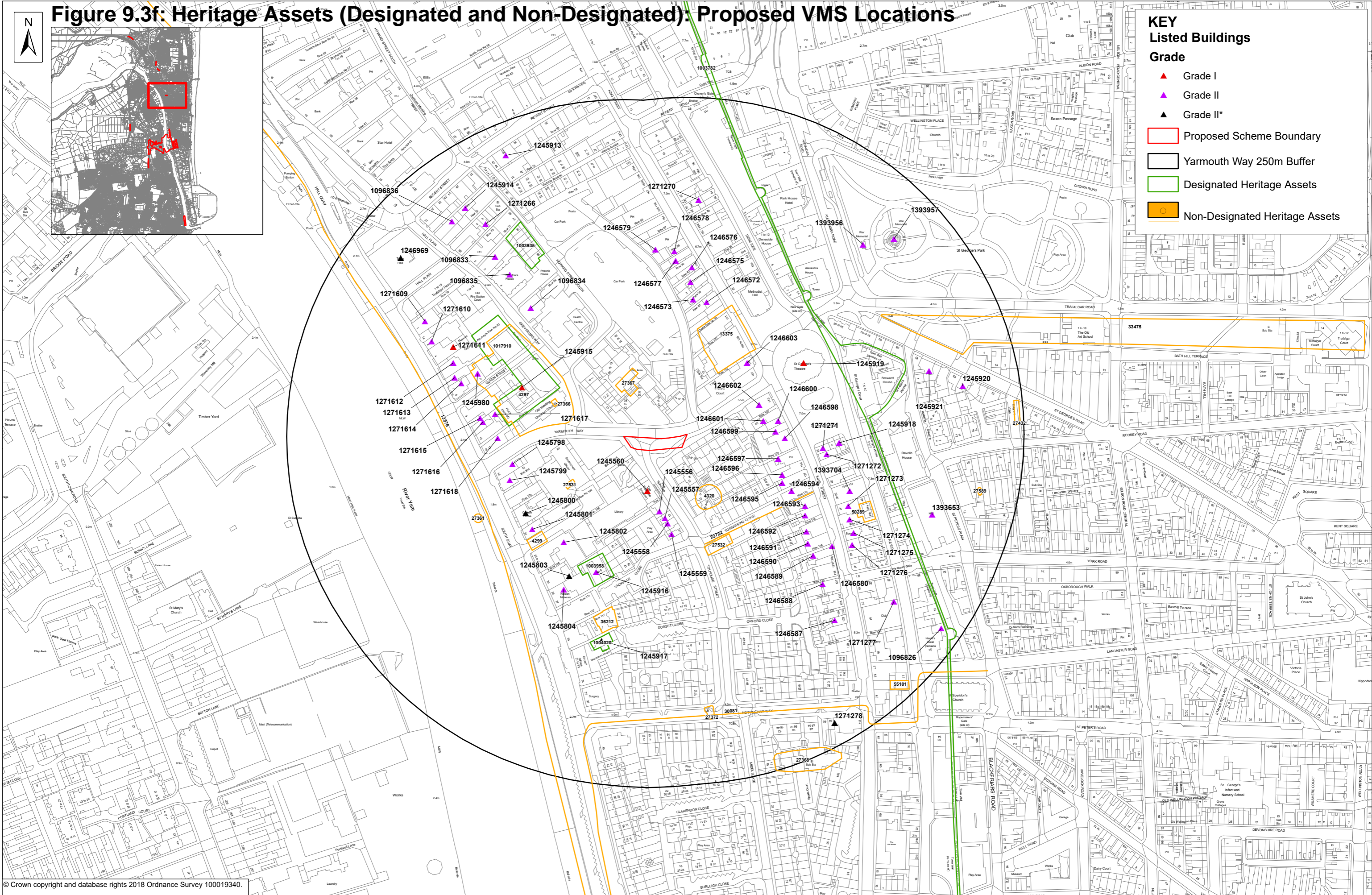
REV.	DESCRIPTION	CHECKED	DATE
01	INITIAL ISSUE	JD	13/07/2018

DESIGNED BY	INITIALS	DATE
AG	AG	16/10/2018
RH	RH	16/10/2018
JD	JD	16/10/2018
JD	JD	16/10/2018

DRAWING No.	GYTRC-WSP-HER-XX-DR-AR-0008
PROJECT TITLE	GREAT YARMOUTH THIRD RIVER CROSSING
SCALE	1:1,500 @ A1
FILE No.	



# Figure 9.3f: Heritage Assets (Designated and Non-Designated): Proposed VMS Locations



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**DRAWING TITLE**  
 Figure 9.3f – Heritage Assets (Designated and Non-Designated): Proposed VMS Locations

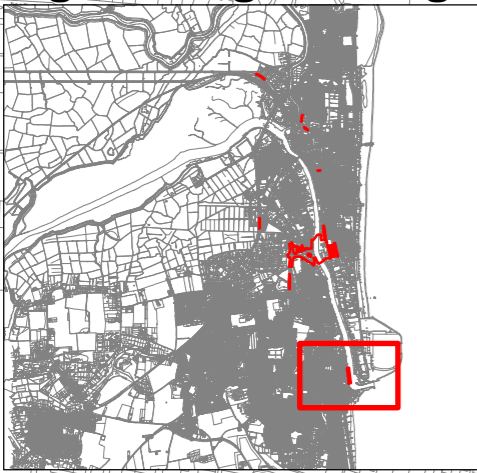
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01	INITIAL ISSUE	JD	13/07/2018

DESIGNED BY	INITIALS	DATE
AG	AG	16/10/2018
RH	RH	16/10/2018
JD	JD	16/10/2018
JD	JD	16/10/2018

DRAWING No.	GYTRC-WSP-HER-XX-DR-AR-0009
PROJECT TITLE	GREAT YARMOUTH THIRD RIVER CROSSING
SCALE	1:1,250 @ A1
FILE No.	



# Figure 9.3g: Heritage (Designated): Proposed Large Vessel Waiting Facility



**KEY**

**Listed Buildings**

**Grade**

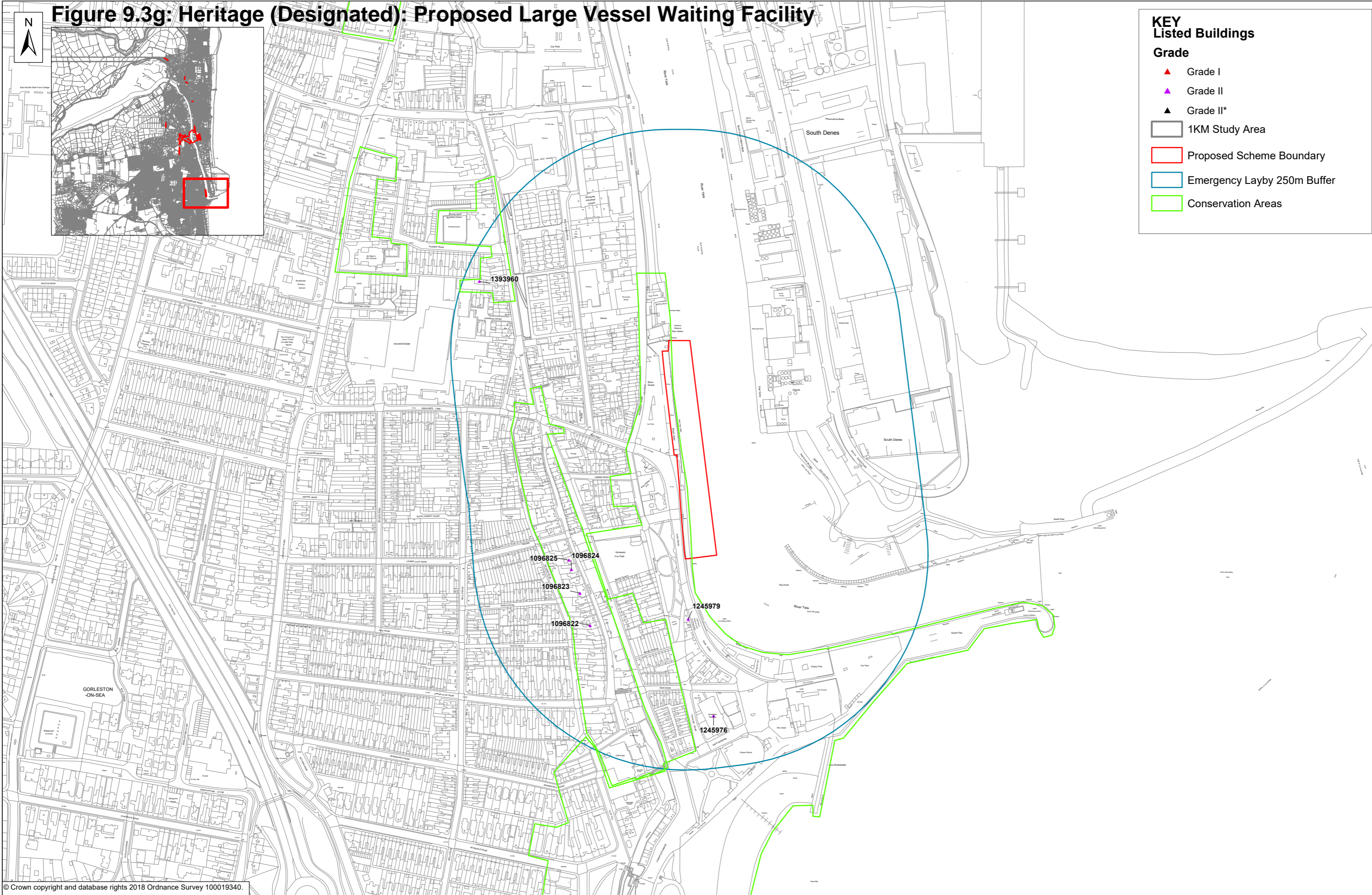
- ▲ Grade I
- ▲ Grade II
- ▲ Grade II\*

□ 1KM Study Area

□ Proposed Scheme Boundary

□ Emergency Layby 250m Buffer

□ Conservation Areas



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Figure 9.3g – Heritage (Designated): Proposed  
Emergency Layby

REV.	DESCRIPTION	CHECKED	DATE
01	INITIAL ISSUE	JD	13/07/2018

DESIGNED BY	INITIALS	DATE	DRAWING No.
AG	AG	16/10/2018	GYTRC-WSP-HER-XX-DR-AR-0010
RH	RH	16/10/2018	PROJECT TITLE GREAT YARMOUTH THIRD RIVER CROSSING
JD	JD	16/10/2018	
JD	JD	16/10/2018	SCALE 1:2,000 @ A1
			FILE No.

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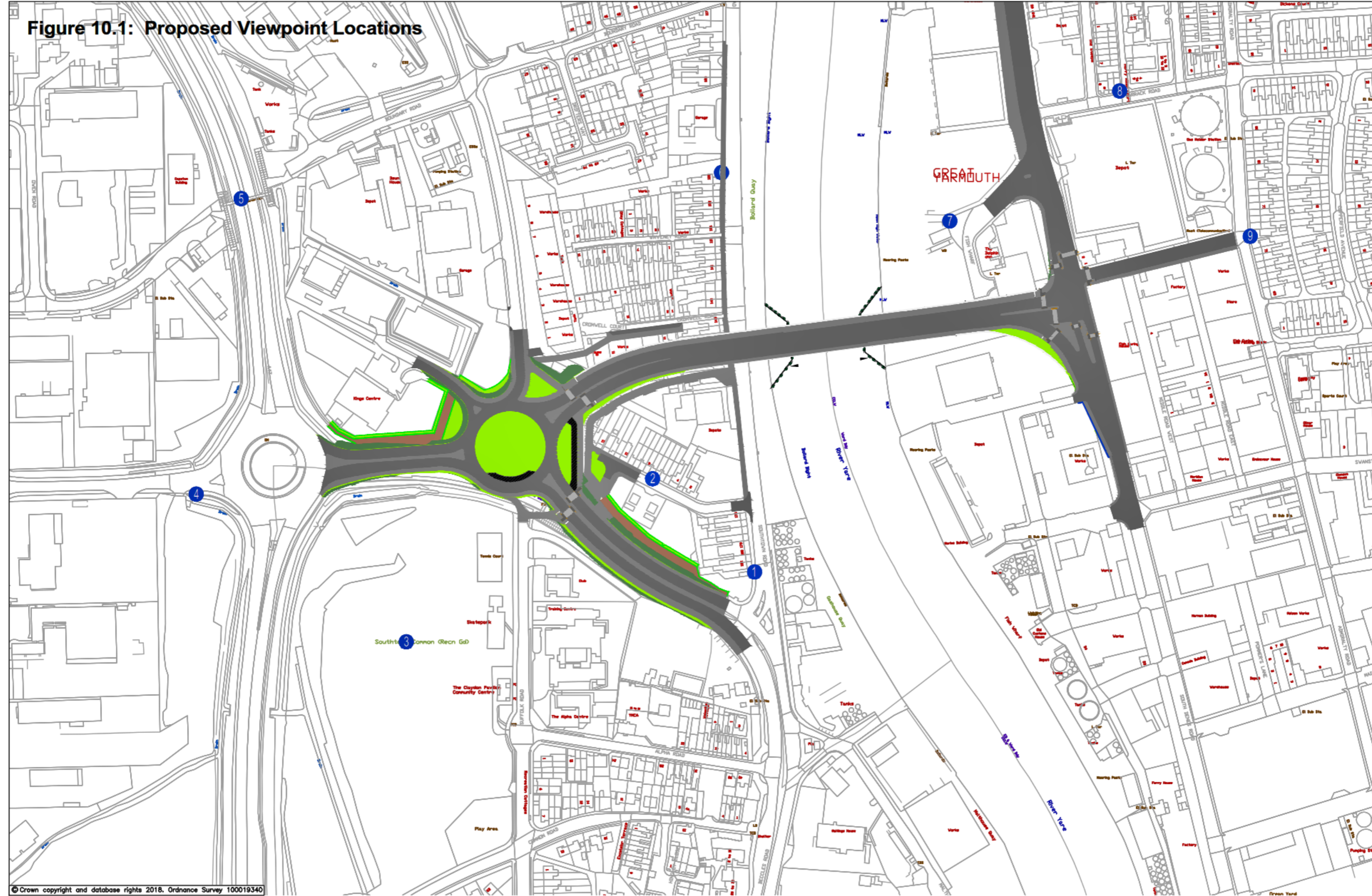
---

## Appendix G-14 Part 2 – Consultation Materials: Missing Preliminary Environmental Information Report Figures





**Figure 10.1: Proposed Viewpoint Locations**



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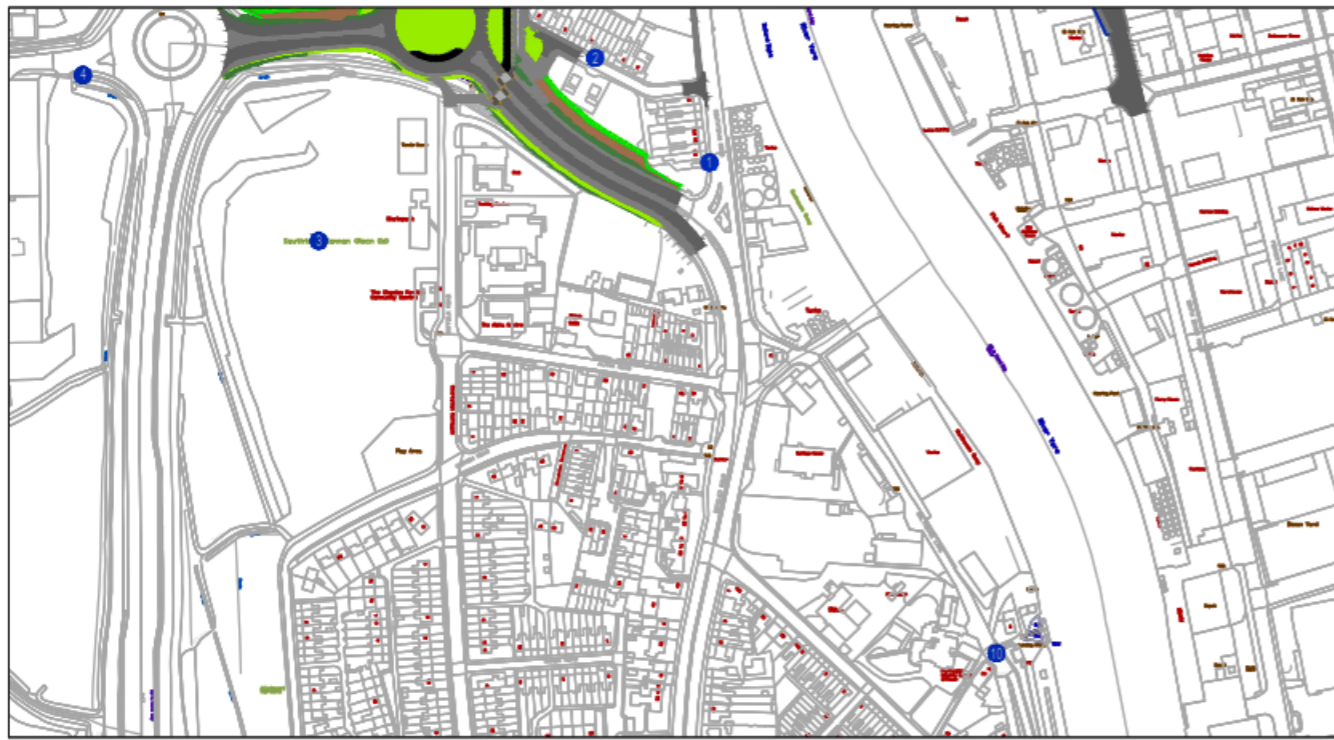
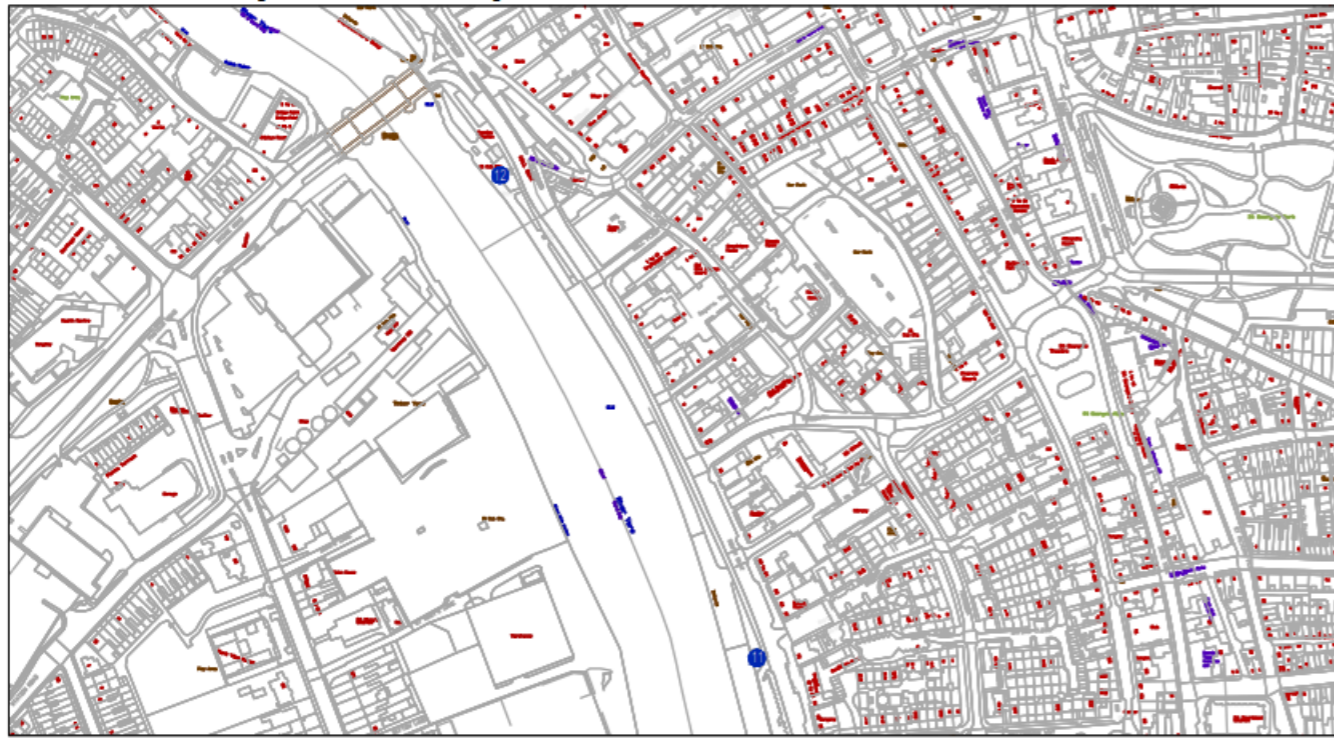
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 Figure 10.1

REV.	DESCRIPTION	CHECKED	DATE
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INITIALS	DATE	DRAWING No.
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DRAWN BY PHM	14.06.18	PROJECT TITLE
CHECKED BY CR	14.06.18	GREAT YARMOUTH
APPROVED BY JD	14.06.18	THIRD RIVER CROSSING
		SCALE 1:25000 @ A3
		FILE No. 70046035



**Figure 10.2: Proposed Viewpoint Locations**



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**DRAWING TITLE**  
Proposed Viewpoint Locations  
Figure 10.2

REV.	DESCRIPTION	CHECKED	DATE
P01	FOR INFORMATION	CR	14.06.18

INITIALS	DATE	DRAWING No.
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DRAWN BY PHM	14.06.18	PROJECT TITLE
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APPROVED BY JD	14.06.18	SCALE 1:25000 @ A3
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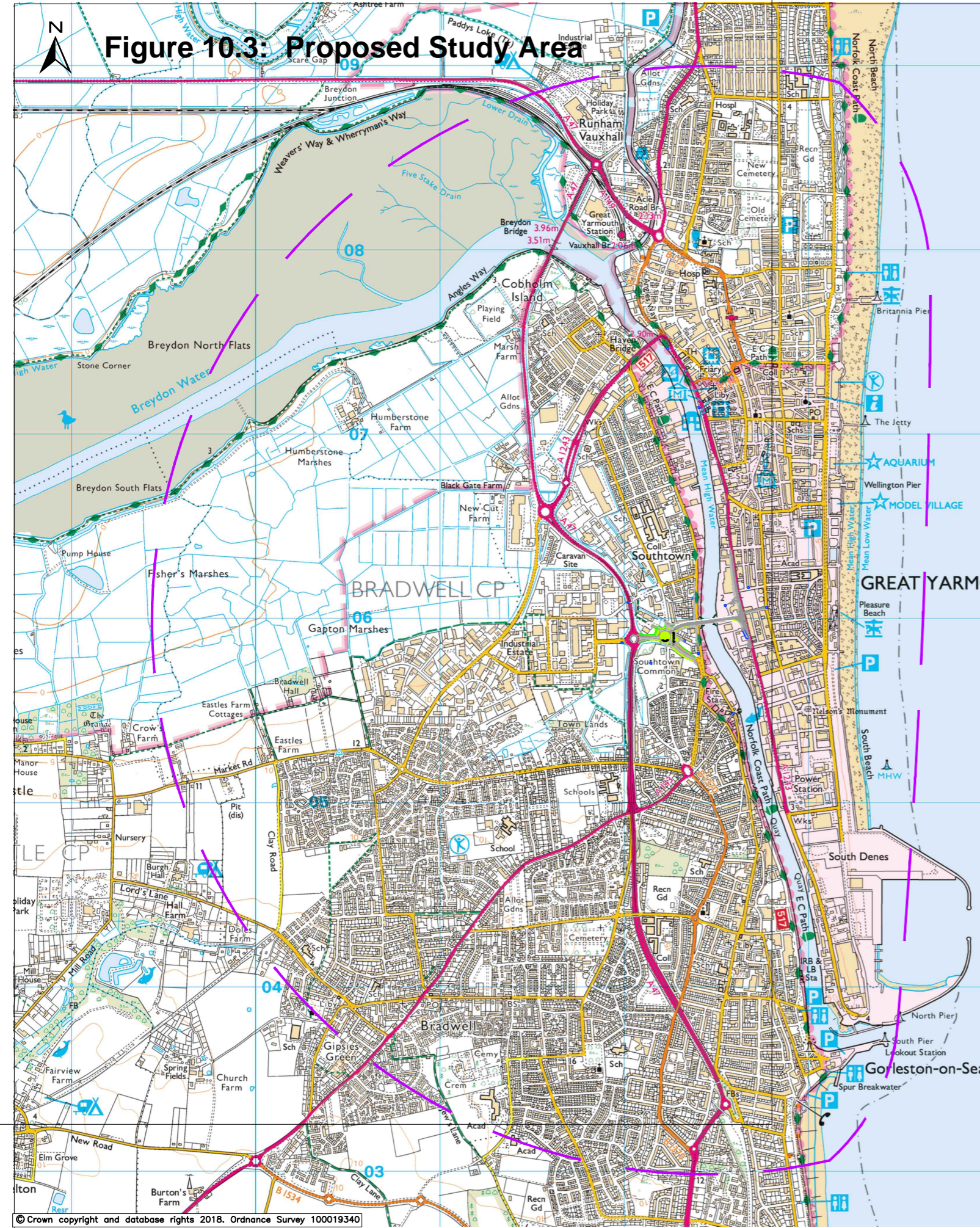




# Figure 10.3: Proposed Study Area

Legend

— Study Area



Yarmouth Roads

GREAT YARMOUTH

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DRAWING TITLE  
 Proposed Study Area  
 Figure 10.3

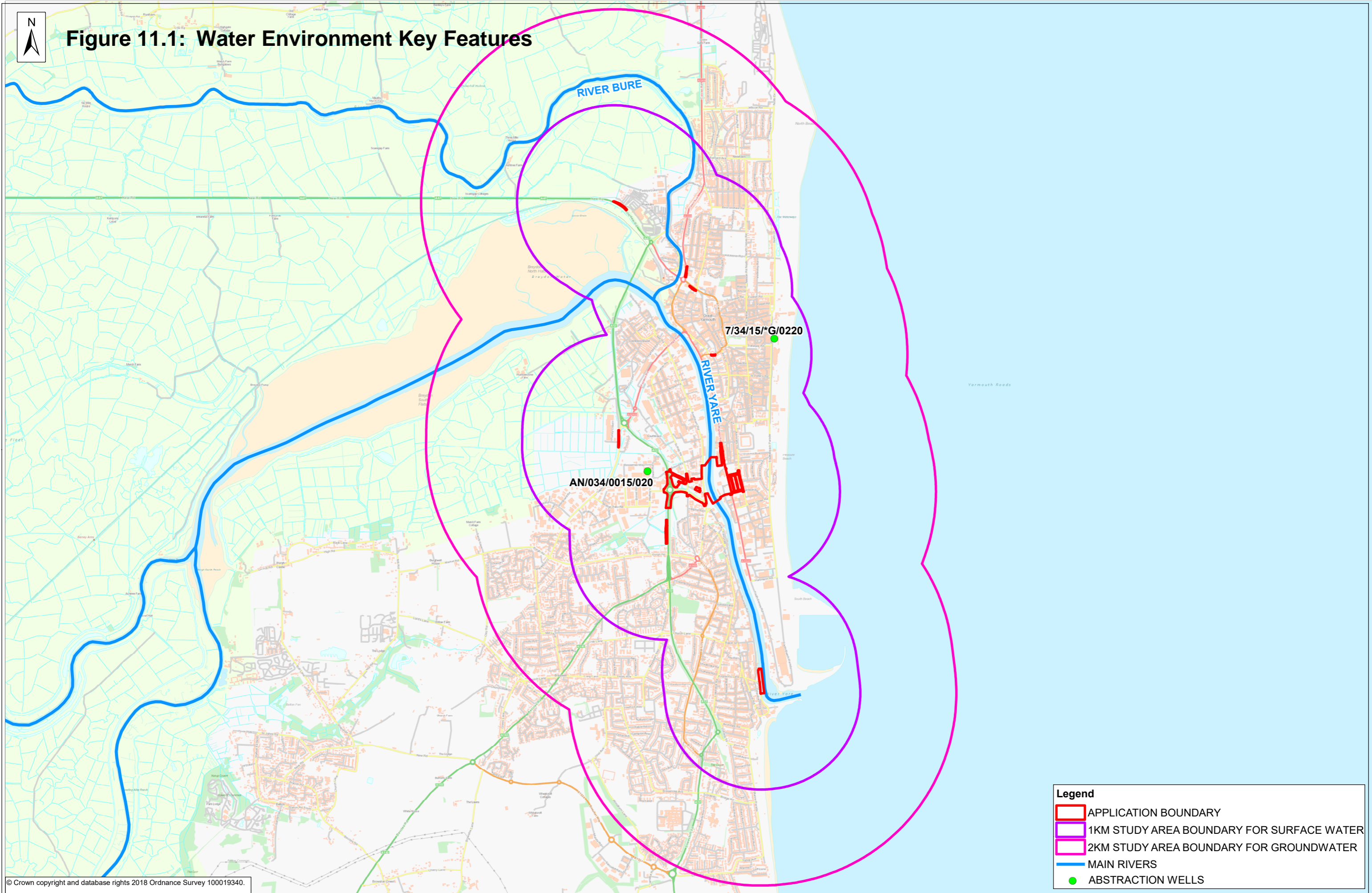
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P01	FOR INFORMATION	CR	14.06.18

DESIGNED BY	INITIALS	DATE	DRAWING No.
PHM	PHM	14.06.18	GYTRC-WSP-ETS-XX-DR-VI-0003
PHM	PHM	14.06.18	PROJECT TITLE
CR	CR	14.06.18	GREAT YARMOUTH THIRD RIVER CROSSING
JD	JD	14.06.18	SCALE
			1:25000 @ A3
			FILE No.
			70046035





# Figure 11.1: Water Environment Key Features



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**Legend**

- APPLICATION BOUNDARY
- 1KM STUDY AREA BOUNDARY FOR SURFACE WATER
- 2KM STUDY AREA BOUNDARY FOR GROUNDWATER
- MAIN RIVERS
- ABSTRACTION WELLS

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DRAWING TITLE  
**FIGURE 11.1**  
**WATER ENVIRONMENT KEY FEATURES**

REV.	DESCRIPTION	CHECKED	DATE
01	INITIAL ISSUE	JD	13/07/2018

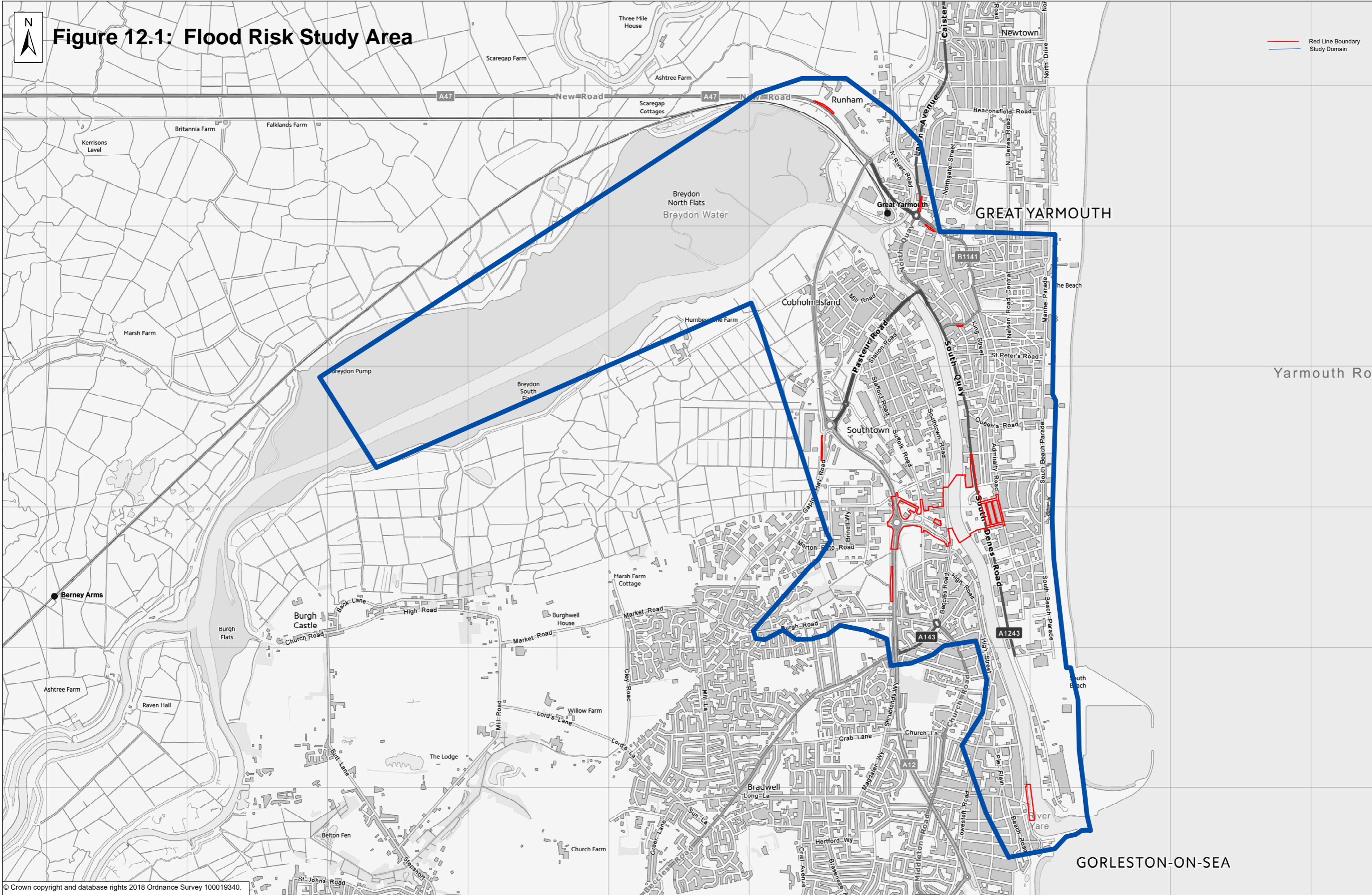
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DRAWN BY	DE	19/07/2018	PROJECT TITLE
CHECKED BY	JD	19/07/2018	GREAT YARMOUTH THIRD RIVER CROSSING
APPROVED BY	JD	19/07/2018	SCALE FILE No.
			1:17,500 @ A1





# Figure 12.1: Flood Risk Study Area

Red Line Boundary  
Study Domain



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REV.	DESCRIPTION	CHECKED	DATE

INITIALS	DATE	DRAWING No.
DESIGNED BY DE	16/10/2018	GYTRC-WSP-EWE-XX-DR-EN-0001
DRAWN BY DE	16/10/2018	PROJECT TITLE
CHECKED BY JH	16/10/2018	GREAT YARMOUTH THIRD RIVER CROSSING
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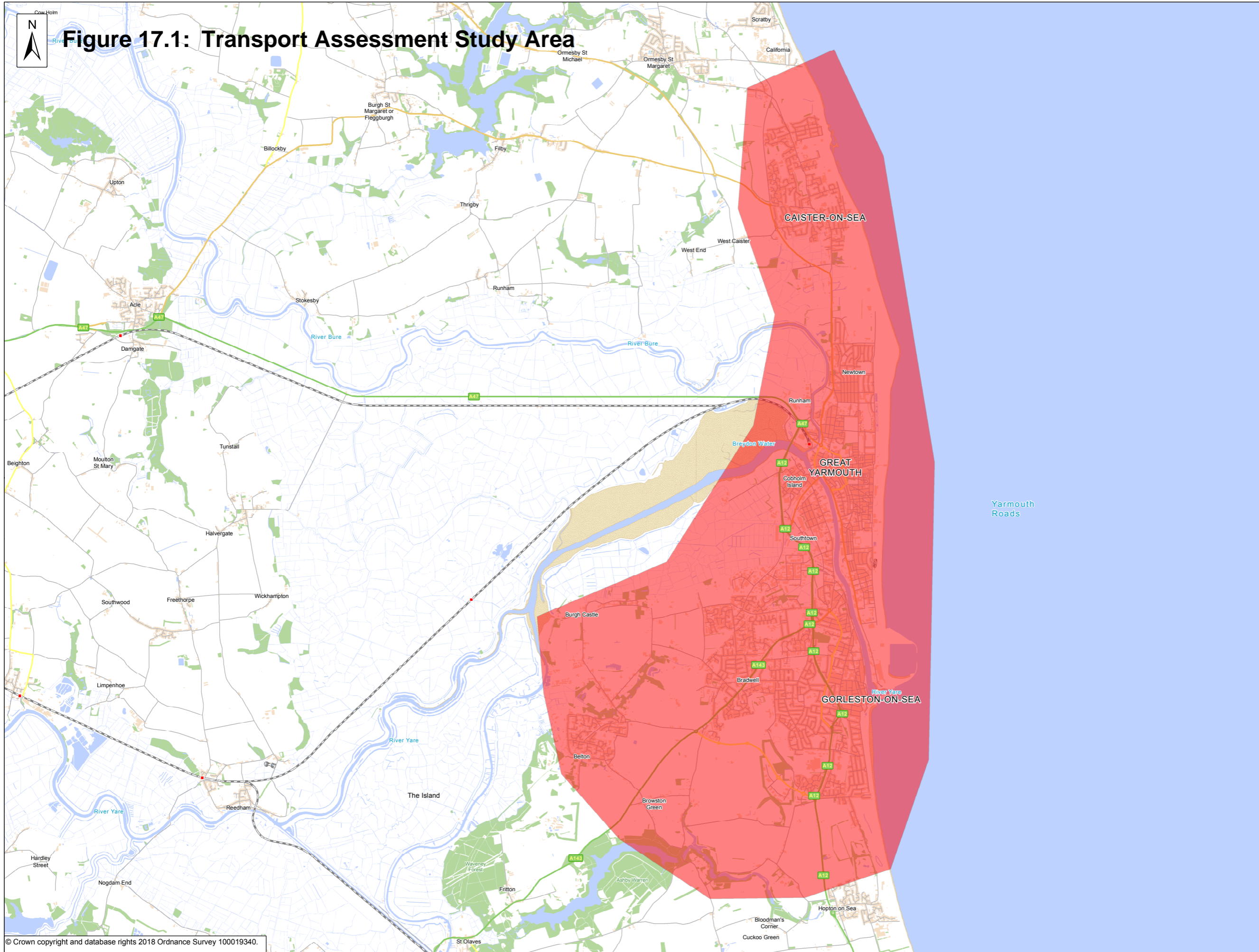








# Figure 17.1: Transport Assessment Study Area



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REV.	DESCRIPTION	CHECKED	DATE
A	Initial Issue	JD	16.07.2018

DESIGNED BY	INITIALS	DATE	DRAWING No.
DESIGNED BY	EA	13/06/2018	GYTRC-WSP-ENG-XX-MP-TR-0001
DRAWN BY	CA	13/06/2018	PROJECT TITLE
CHECKED BY	IG	13/06/2018	GREAT YARMOUTH THIRD RIVER CROSSING
APPROVED BY	JD	13/06/2018	SCALE
			1:31,442 A1
			FILE No.
			0001



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## Appendix G-15 – Norfolk Community Foundation Report







Together, Norfolk shines brighter

# Great Yarmouth Third River Crossing – Community Engagement Project

Final Report – Results & Findings  
(October 2018)

## Introduction

1. We are pleased to present this report outlining the work we undertook to assist Norfolk County Council (NCC) with a community engagement project linked to the public consultation around the Great Yarmouth Third River Crossing Scheme.
2. The overall aim of the project was to identify and engage with hard-to-reach groups across Great Yarmouth and to capture the concerns and ideas of local residents most likely to be impacted by the scheme. A key part of the work was to raise awareness of, and encourage ongoing interest in, the scheme, and support individuals and groups to respond to the formal public consultation by Friday, 5 October 2018.

## Our general approach

3. We started this project by engaging with an existing network of voluntary, community and social enterprise sector (VCSE) organisations already delivering activities in Great Yarmouth. Many of these are organisations and groups which we have grant-funded in recent years. Others are agencies we have worked with in partnership on various projects. Operating at a grass roots level within the town, we saw them as ideally placed to start the process of identifying, engaging with, and encouraging participation from, hard-to-reach groups, including older people, socially-excluded groups, young people and minorities.
4. The specific hard-to-reach groups that are supported by those we engaged with includes:
  - Vulnerable older people.
  - People with mental health problems.
  - Younger people (students and those not in employment, education or training).
  - Individuals and families in food and/or fuel poverty.
  - Tenants in social housing.
  - People who have experienced domestic violence or abuse.
  - People who are homeless or rough-sleeping.
  - People from minority ethnic groups, including refugees and asylum seekers.
  - People with disabilities.
5. We carried out a programme of telephone interviews with 30 organisations and groups, focused around:
  - Encouraging each to send an email response or letter from their own organisation expressing thoughts and views on the proposals for the river crossing scheme (to an email address specified on the NCC website).
  - Identifying ways in which each organisation might be able to raise awareness of the scheme and the public consultation process, and methods for encouraging participation from the hard-to-reach groups they work with.



- Identifying any particular barriers they can see to further community engagement which might be addressed as part of the project, e.g. in our role we offered to provide their clients with council information brochures (and survey forms), run small focus group discussions, or put them in touch with other experts that could help (e.g. NCC staff involved in the bridge project, language experts or translators).
  - Inviting them to attend a specific workshop discussion to build some consensus around proposed solutions to deal with perceived concerns around the river crossing scheme and to identify ongoing community development work which might deliver further social value in support of the new crossing.
  - Clarifying whether they would be interested in being kept informed about the bridge scheme as it progresses and any preferences they might have for receiving further information or news.
6. We developed a 'Telephone Interview Proforma' for this work which is reproduced in Appendix A.

## Results and findings

7. We engaged with a total of 30 organisations providing a wide range of services and support to hard-to-reach groups across Great Yarmouth (see Appendix B).
8. While grateful for the chance to engage, and willing to raise awareness of the consultation process among their client groups, 7 of these organisations said that they felt unable to respond themselves to the consultation. In two cases, this was because the organisations provided outreach services into the community, but did not have an office location within the town. As such, they felt that they did not know enough about the area to respond. All of the other organisations agreed to provide an organisational response.
9. While we agreed that it would not be a major area of focus within the project, we were able to raise awareness of the public consultation process among many hard-to-reach client groups through the following:
- Delivering 8 sets of consultation brochures and survey forms to 7 different organisations for distribution to their customers and service users. In total, we delivered over 200 brochures and received positive confirmation that at least 40 people had gone on to complete an online or paper survey. While we cannot be sure of the precise numbers, we envisage that many more local people would have responded as a result of this.
  - Encouraging a major charity working with older people to put out messages on its social media platforms (Facebook and Twitter) advertising the public consultation. This reached some 4,500 older people across Norfolk.

- Writing a short paragraph for inclusion within the ‘pew sheet’ of a local church for its Sunday service. This reached 150 people over its three services that day, reminding people about the consultation process.
  - Encouraging the student coordinator of a local college to raise awareness of the consultation process among their student population.
10. Alongside this, we also attended one of NCC’s public consultation events and a business breakfast presentation on the third river crossing scheme hosted by the Great Yarmouth Chamber of Commerce. The latter was useful in enabling us to identify and engage with some additional VCSE sector organisations who were not part of our original network, but who had attended the business event.
11. Throughout this process of identification and engagement we were able to gather a wide variety of thoughts, ideas and comments from our VCSE network. Responding to the specific needs of some of the organisations concerned, we also held two focus group discussions to gather the views of people in hard-to-reach communities.

### **The views expressed by those we engaged with**

12. The overwhelming majority of those we spoke to were extremely positive about the likely benefits that the proposed third river crossing would bring to the town in terms of economic prosperity, growth, jobs and traffic decongestion. Few had any significant objections to the proposed scheme or bridge designs being consulted on. Most of the thoughts and ideas put forward related more to the lasting legacy of the river crossing and the wider social value that could be generated through complementary projects and programmes.
13. One community organisation did have strong reservations about the proposed route of the river crossing from the Harfrey’s roundabout as it was concerned that the approach to the bridge might result in the loss of some or all of the land on which its community facilities are situated. Through our focus group discussions, we were able to capture the views of the hard-to-reach communities concerned and fed these back to NCC for consideration as part of the statutory consultation process.
14. A number of organisations voiced their concerns about the construction process and the likely disruption within the town until the crossing is completed. While recognising that much of this is unavoidable, the organisations concerned wanted better information on what is being proposed by the authorities concerned (and their contractors) to minimise the harmful effects of traffic congestion, air pollution, dust, noise and diversions etc.
15. The engagement process identified ideas for ongoing community development work which could deliver further social value in support of the new crossing:
- Investing in community projects which can demonstrate how they will take advantage of the new bridge crossing in enhancing or expanding their work with

hard-to-reach communities (e.g. in terms of better ease of access, providing for greater investment in outreach services, reducing social isolation etc.)

- Setting targets or quotas for the proportion of bridge-related job, apprenticeship and training opportunities that are made available to young people and other hard-to-reach groups in Great Yarmouth.
- Investing in new or existing travel schemes which can make best use of the new river crossing to stimulate travel to work, training or education. This would include opportunities for bringing greater numbers of people into the town and to enable more local people to take advantage of work, training and educational opportunities elsewhere in the county.
- Enabling the landscaped areas at both ends of the bridge to be maintained by a grant-funded VCSE organisation.
- Allowing VCSE organisations to identify how they could contribute to the launch and opening of the bridge in early 2023, e.g. how they could be funded to engage and involve hard-to-reach communities in projects focused around social inclusion, education, training, arts, music and culture, to best celebrate the completion and opening of the third river crossing. This would help to make the opening an inclusive event celebrated by many, rather than a 'ribbon cutting' ceremony attended by a select few.
- Running a community artwork competition or project to produce art installations that could be sited at the two approaches to the bridge.
- Launching a children's poster competition to advertise the formal opening of the bridge.

16. We believe that all of the above could be administered through a single community investment fund. This might be a ring-fencing sum (or proportion) of the procurement budget for the river crossing scheme which would be invested in community-focused programmes and projects aimed at improving community life and providing positive opportunities and life experiences for hard-to-reach communities in Great Yarmouth. This community investment fund could be run concurrently with the roll-out of the construction project (and beyond) and be branded as part of the scheme, so that residents see the wider benefits resulting from the bridge development.



## Appendix A

### Telephone Interview Proforma

We have agreed to assist Norfolk County Council in encouraging organisations in the voluntary, community and social enterprise sector (VCSE) to get involved in raising awareness of the public consultation process linked to the Great Yarmouth 3<sup>rd</sup> River Crossing Scheme (which ends on 5<sup>th</sup> October 2018).

This is likely to be people's last chance to have their say on the design and operation of the bridge, so we are keen to get people involved, particularly those from 'hard-to-reach' groups.

Norfolk County Council's 'Key Messages' for the scheme are:

- The Third River Crossing is **important to Great Yarmouth's future success**, helping to attract investment, enable growth and create jobs.
- The new bridge will **ease traffic congestion** on the town's roads, shortening journey times and improving journey reliability.
- Norfolk County Council is **on schedule** to appoint a main contractor in early 2019 and start construction in late 2020, with a finish date of early 2023.
- **This consultation** gives people the chance to comment on what the Third River Crossing and the areas either side could look like, how the council is proposing to operate the bridge and the possible effects on the surrounding area and the town.

Name and Organisation:	
Are you aware that there is a public consultation process underway for the GY 3 <sup>rd</sup> River Crossing scheme? ( Link is: <a href="http://www.norfolk.gov.uk/3rc">www.norfolk.gov.uk/3rc</a> )	
Do you have any early thoughts about the potential impact of the crossing (positive or negative), ideas for improving what is being proposed or suggestions for ongoing community development work beyond the scheme itself?	
Could we encourage you to look at what is being proposed and send an email or letter as part of the public consultation? (To: <a href="mailto:gy3rc-st3consultation@norfolk.gov.uk">gy3rc-st3consultation@norfolk.gov.uk</a> )	
If you are happy to do so, could you let us know when you've done this?	

In what ways could you encourage your client groups to find out more about the river crossing scheme and complete an online (or paper) questionnaire?	
Would you be able to capture the numbers of your clients who do respond to the consultation and complete a questionnaire?	
Do you need any further help from us to encourage your client groups to get involved? <i>(We could run a focus group discussion, let you have some NCC consultation brochures, arrange for further information to be sent etc.)</i>	
Would you be willing to attend a sector-specific <u>Workshop Discussion</u> in Great Yarmouth to capture views on the river crossing scheme and any ongoing community development work beyond this? <i>(Date, time and venue tbc)</i>	
Are there other VCSE groups you think we should be talking to, to encourage more 'hard to reach' groups to come forward?	
Are you interested in receiving regular, ongoing updates from Norfolk CC on the third river crossing scheme? <i>(We can arrange this, but will need their consent under GDPR to pass on their details – we should have a form to enable this, when it is sent over from the county council)</i>	

## Appendix B

### List of Organisations Engaged With

Age Connected Great Yarmouth – works for the well-being of older people throughout the borough of Great Yarmouth to help make life a more fulfilling and enjoyable experience.

Age UK Norfolk – provides essential support to those over 50 throughout Norfolk, from telephone befriending to advocacy.

Centre 81 Limited – supports people in Great Yarmouth who cannot access ordinary public transport. This may be due to disability, but can also include services for those who have no public transport operating in their area.

City College Norwich – provides outreach services, including apprenticeships, for students and young people in Great Yarmouth.

Community Roots (MIND Community Garden) – a large community horticultural space based in Southtown, Great Yarmouth, which hosts a range of activities, events and workshops to help people suffering from mental distress live full and independent lives.

DIAL Great Yarmouth – provides information and advice to disabled and vulnerable residents across the borough of Great Yarmouth. This includes specialist advice and support on all aspects of the benefits system including help to complete complex benefit claim forms.

East Anglia Anchorage Trust – helps children, young people and families to deal with challenges in their lives, bringing hope, opportunity, stability and independence.

East Coast College – a further education college based in Great Yarmouth which offers a wide breadth of educational and vocational training courses for students and young people.

East Coast Hospice – provides palliative care for people in the borough of Great Yarmouth.



East Norfolk Sixth Form College – a college based in Gorleston, Great Yarmouth, with some 1,600 students, providing a wide range of educational courses for young people.

Flagship Group - provides homes for affordable and market rent in across East Anglia, including Great Yarmouth.

Fresh Start, New Beginnings – works throughout Norfolk and Suffolk to provide a therapeutic service for children and young people up to 21 years who have reported being sexually abused and to offer support for their families.

Governors for Schools – aims to improve educational standards in schools so that children and young people have the chance to realise their potential. It finds, nurtures and supports a committed network of governors to drive systematic change.

Great Yarmouth Community Trust – works to make Great Yarmouth a place where everyone can thrive by supporting local children, adults and families to reach their potential. It does this through core charitable objectives: activities that relieve poverty, promote education or improve wellbeing. Services include a community hub building, a friendship club and various social enterprises – including a Nexus Engineering Skills Centre and 6 nursery childcare groups.

Great Yarmouth & Gorleston Young Carers – works with young people aged 8 to 25 who are caring for their parents or another family member.

Great Yarmouth Minster – provides a range of pastoral care and support to different people in the local community. This includes a Pathway Cafe which provides a meals service to those in need in the parish of Great Yarmouth.

Great Yarmouth Sailing Club – an informal club located on the Gorleston side of the inner harbour and fronting onto the promenade in the town.

Great Yarmouth Yacht Station (Broads Authority) – a yacht station on Tar Works Road, Great Yarmouth.

Green Light Trust – an environmental charity set up to educate and inform the UK public on

environmental matters. Its Big Lottery funded project, Operation Green, is based in Great Yarmouth and is transforming four neglected green spaces around the town, working with local communities and communities of interest.

GYROS - supports newcomers and migrant communities in the borough of Great Yarmouth and others parts of Norfolk and Suffolk. It helps people to settle and integrate into their local community.

Herring House Trust – a registered charitable Housing Association working for single homeless people in the Borough of Great Yarmouth.

Inspired Youth – a Norfolk-based social enterprise focused on bringing together local employers with local young people. It delivers a variety of projects and a range of activities for schools to inspire young people to broaden their horizons and raise aspirations. This includes children and young people post-16 and some disadvantaged groups. It has run projects in Great Yarmouth.

Lowestoft Sea Anglers (also covers GY and Gorleston) – a leisure and community group operating in the Great Yarmouth and Waveney area.

Norfolk Community College - provides support to people aged 25 and above who have been out of work for a long period of time, and who need extra support to find employment. This might include support to learn new skills, to retrain for a new job, or to become self-employed. The college also provides access to specialist support to help overcome some of the barriers to employment, e.g. housing problems, debt and mental health.

Salvation Army (Great Yarmouth Foodbank) - a partnership of three churches which provide some of the basic food needs of people in crisis across the Great Yarmouth borough and surrounding areas. It also signposts people to other support groups in the town.

Shine (East Norfolk) - provides a range of services and activities for children and young people with additional needs or disabilities in Great Yarmouth and their families. This includes short breaks, nursery and full day care services.

Shrublands Youth and Adult Centre - provides a variety of educational, recreational and

leisure activities at the Shrublands Youth & Adult Centre in Gorleston, Great Yarmouth,

St Andrews Church, Gorleston - a local church with a congregation of around 200. It provides a range of community services for children, young people and older people, e.g. parents & toddler groups, youth work, a church café etc.

St Georges Theatre Trust – a charity which operates the St George's Theatre on behalf of Great Yarmouth Borough Council. It delivers a programme of arts events to advance public education and help develop a deeper understanding of the arts in the borough and surrounding area.

Willow Tree Garden – enables people with all sorts of disabilities to have a go at educational activities at the Willow Tree Garden, which is located in Belton, Great Yarmouth.



