

Subject: Great Yarmouth Third River Crossing – Consultation

Report to:	Executive Leadership Team	24 September 2018
	Economic Development Committee	8 October 2018

Report by: David Glason - Development Director
Kim Balls - Senior Strategic Planner (Planning & Growth)

SUBJECT MATTER

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

RECOMMENDATIONS

Members are recommended to support the Great Yarmouth Third River Crossing proposals, as set out in the Stage 3 (Statutory pre-application) Consultation and endorse the response contained in this report.

1 EXECUTIVE SUMMARY

1.1 It is considered that the Council should **fully support** the current proposals for a Great Yarmouth Third River Crossing as identified through the current consultation, recognising that the proposal will significantly improve the local highway network, create cohesive communities and greatly improving access to the port, outer harbour and the fast growing offshore energy Enterprise Zone at South Denes, supporting the town's role as part of the East of England Energy Zone and as a Centre of Offshore Renewable Engineering.

1.2 The proposal's economic business case is compelling¹, offering high value for money, with businesses expected to benefit from reduced congestion, faster journeys and improved journey time reliability, with reduced costs and better access to markets, whilst commuters will similarly benefit from shorter, more reliable, journeys to work.

1.3 The Autumn Budget 2017 allocated a Government contribution of £98 million towards the scheme. The remaining cost will be locally funded and is likely to come from a range of sources.

2 INTRODUCTION

2.1 Norfolk County Council is currently consulting on the Great Yarmouth Third River Crossing, a nationally significant infrastructure project (NSIP) that will link the A47 at Harfreys Roundabout with South Denes Road.

2.2 Under the Planning Act 2008 the Council is invited to comment on the proposed

¹ Great Yarmouth Third River Crossing Outline Business Case (March 2017)

scheme before Norfolk County Council makes an application for a Development Consent Order (DCO) to the Secretary of State (SoS). The Council will be provided an opportunity to comment formally on the final submitted scheme once it has been received by the SoS.

2.3 In short, this consultation presents the final opportunity to comment upon the proposal before it is submitted to the SoS for examination in Spring 2019. The deadline for comments is **Friday 5 October 2018 (note that for Great Yarmouth Borough Council this has been extended to Sunday 21 October 2018).**

2.4 Members will be aware that proposals for a Great Yarmouth Third River Crossing have been long in formation and have been consulted upon throughout the development of the current scheme, offering cross political support to the proposal's Outline Business Case in October 2017. Furthermore, the Council has continued to champion the proposed Great Yarmouth Third River Crossing through its adopted Corporate Plan, as well as adopting the preferred route alignment for the proposed bridge within the Local Plan Core Strategy (Policy CS16) statutory development plan in December 2015.

2.5 This consultation provides the Council with more detail, principally on matters concerning the scheme's proposed design as well as the associated infrastructure necessary to support its full implementation. Whilst some elements of the proposed scheme are now 'fixed' such as the height and horizontal alignment of the bridge deck, there are elements of the preferred design that are still 'evolving' such as the bridge opening mechanism which may lead to a variation of other aspects of the scheme's final design. Further work is being undertaken to resolve this issue, the final decision on the opening mechanism is expected to be made prior to its submission to the SoS.

2.6 There are some further environmental issues identified through the accompanying Preliminary Environmental Information Report (PEIR) which are yet to be fully resolved or considered in finer detail, given that elements of the proposed scheme are not yet 'fixed', however it is expected that the Council will work alongside Norfolk County Council and other participatory agencies to ensure that all potential impacts associated within the Proposed Scheme are identified and assessed, if not resolved, by the point of submission to the Secretary of State.

3 SCHEME DEVELOPMENT

3.1 Aspirations for a Third River Crossing over the River Yare have been held for many years; however development of the current proposal has been undertaken since 2003. In 2009 Norfolk County Council confirmed a preferred route alignment over the River Yare and begun acquiring adjacent properties to safeguard the proposal. In 2015, the Borough Council embedded the preferred route alignment within its adopted Local Plan Core Strategy statutory development plan.

3.2 Between 2015 and 2016 funding was secured from both New Anglia Local Enterprise Partnership (£2 million) and the Department for Transport (DfT) to prepare an Outline Businesses Case (OBC) for development scheme funding. This was followed by

two rounds of informal public consultation, and in October 2017 the Borough Council's Group Leaders appended a letter to the Third River Crossing Business Case submission to Government, confirming cross political support to the proposal. In the Autumn Budget 2017 the Government committed £98 million towards the scheme, the balance being locally funded and likely to come from a range of sources.

3.3 In early 2018 Norfolk County Council received confirmation from DfT that a Great Yarmouth Third River Crossing proposal would be regarded as a Nationally Significant Infrastructure Project and would require a special type of permission called a Development Consent Order (DCO) in order to proceed. In advance of this anticipated DCO submission to DfT in Spring 2019, Norfolk County Council have firmed up their preferred design proposals for the Third River Crossing and are seeking views as part of this consultation.

4. PROPOSAL

4.1 Information on the current consultation and the proposed scheme are provided in more detail in the accompanying consultation document (appended to this report). However, in summary, the main elements of the proposed scheme are set out below:

- Construction of a double leaf bascule bridge (similar in operation to Haven Bridge) over the River Yare, connecting the A47 to the South Denes peninsula.
- A new dual carriageway road linking the A47 at Harfreys Roundabout to the bridge crossing incorporating; a new five arm roundabout connecting the crossing with Suffolk Road, William Adams Way and the western end of Queen Anne's Road; and bridge over Southtown Road.
- A new dual carriageway linking South Denes Road to the bridge crossing, incorporating junction improvements (i.e. signal controlled) at South Denes Road and Sutton Road.
- Major new public realm improvements incorporating provision of new public routes (pedestrian and cyclists), landscaped space and re-provision of allotments (due to land take at the existing Queen Anne's Road allotment site).
- Other ancillary proposal measures including the installation of variable message signs across the main town to assist the movement of traffic around Great Yarmouth in response to the status of the Great Yarmouth Third River Crossing.

4.2 Norfolk County Council expects to submit the DCO application in Spring 2019 with an examination in the Summer of 2019. The DCO decision by the Secretary of State will be made in Spring/Summer 2020. Construction of the bridge is scheduled to begin in late 2020. The scheme is anticipated for completion and opening in early 2023.

5. MAIN ISSUES AND CONSIDERATIONS

Traffic & Transport

5.1 The consultation draws attention to the potential impacts of the proposed scheme using a model that was used to develop forecasts for traffic in the bridge opening year of

2023 and in 2038, comparing the likely increase or decrease in traffic over a number of locations in Great Yarmouth.

5.2 The current traffic modelling suggests that in the opening year (2023) traffic is expected to be:

- Significantly reduced (40-50%) at Haven Bridge, South Quay
- Moderately reduced (11-30%) at Southtown Road, south of Gapton Hall, Acle New Road/A149, Gapton Hall Road, Suffolk Road and Breydon Bridge
- Marginally reduced (1-10%) at Lawn Avenue and Northgate Street
- Marginally increased (1-10%) at Acle New Road/A47, south of Harfreys Roundabout, Nelson Road North and Marine Parade
- Moderately increased (20-30%) at Southgates Road

5.3 The largest projected increase in traffic is predicted at William Adams Way (55%). However, this is anticipated to be the main access onto the bridge from Harfreys Roundabout, as such the road will be upgraded as part of the proposals to take the additional traffic load. Predicted traffic impacts are generally continued at the same rate over the longer term (2038).

5.4 As part of the proposals, Norfolk County Council 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.

5.5 Overall, the transport modelling and assessments taken thus far have concluded that the scheme is likely to have a beneficial effect on the local highway network by easing congestion. Once the bridge is open and fully functional the predicted impacts over the area 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.

5.6 The Council will continue a working dialogue with Norfolk County Council and Highways England throughout the project and beyond its implementation.

Drainage & Flood Risk

5.7 Members have previously raised concerns regarding the way in which drainage of surface water will be affected by the new bridge proposals, in particular whether this might lead to further localised surface water flooding, and whether surface water would be directly discharged in to the River Yare.

5.8 Preliminary work undertaken through the PEIR suggests that the current design (at this stage) is compliant with the Water Framework Directive (i.e. which offers protection and management of river basins). In addition, the PEIR has identified certain control measures that can be used to reduce impacts i.e. reducing discharge of sediment into the River Yare.

5.9 Further consultations and assessments are due to take place, including consideration of the effects on water once the bridge is open and fully functional. The Council will continue to liaise with Norfolk County Council, Broads Internal Drainage Board and Environment Agency to resolve any further outstanding issues. The Environment Agency are also engaged regarding their flood defence proposals along Bollard Quay to maximise the potential of these key investments in infrastructure.

People & Community

5.10 Construction of the bridge is forecast to generate positive economic benefits through job creation, demand for accommodation (due to influx of workers), improved traffic flows across the urban area and improved access across the River Yare for walkers and cyclists.

5.11 The joining of communities at South Denes and Southtown is unprecedented and provides an opportunity for greater social cohesion, opening up new educational and employment prospects for local residents. The Council may also wish to explore further community engagement programmes, linked to the new bridge crossing, which could support further skills i.e. civil engineering, design, art, provided through a network of local learning providers.

5.12 Concerns regarding necessary land take and disturbances to local businesses will continue, therefore it will be necessary that the Council maintain an open and active dialogue with Norfolk County Council throughout the planning and development stages of the bridge to minimise this impact.

6. FINANCIAL IMPLICATIONS

6.1 As reported, the Autumn Budget 2017 allocated a Government contribution of £98 million towards the scheme. The total project cost is £121 million with the remaining cost being locally funded and is likely to come from a range of sources. The Borough Council is assessing the value of its landholdings around the area of the project to ascertain whether this could be a 'local contribution' to the project costs. A report will return for Members consideration once this work has been completed.

7. RISK IMPLICATIONS

7.1 Considered under section 5 of this report.

8. CONCLUSIONS

8.1 The Council should fully support the proposals for the Great Yarmouth Third River Crossing, as set out in the consultation.

8.2 Delivery of a Third River Crossing is a strategic infrastructure priority for the borough and is embedded within the Council's Corporate Plan and adopted Local Plan Core Strategy. The proposals will significantly improve the local transport network, help to create a cohesive community and will greatly improve access to the port area, outer harbour and the fast growing offshore energy Enterprise Zone at South Denes, supporting the town's role as part of the East of England Energy Zone.

8.3 The proposal's business case is compelling, offering high value for money, with businesses expected to benefit from reduced congestion, faster journeys and improved journey time reliability, with reduced costs and better access to markets, whilst commuters will similarly benefit from shorter, more reliable journeys to work.

8.3 The Council will be offered the opportunity to comment on the final Third River Crossing proposal once this has been accepted by the Secretary of State for a Development Consent Order (DCO).

9. RECOMMENDATIONS

Members are recommended to support the Great Yarmouth Third River Crossing proposals, as set out in the Stage 3 (Statutory pre-application) Consultation and endorse the response contained in this report.

10 ATTACHMENTS

Appendix A – Great Yarmouth Third River Crossing Consultation Brochure

Areas of consideration: e.g. does this report raise any of the following issues and if so how have these been considered/mitigated?

Area for consideration	Comment
Monitoring Officer Consultation:	Considered.
Section 151 Officer Consultation:	Considered.
Existing Council Policies:	Great Yarmouth Corporate Plan Great Yarmouth Local Plan Core Strategy (Policy CS16)
Financial Implications:	None.
Legal Implications (including human rights):	Considered.
Risk Implications:	Considered.

Equality Issues/EQIA assessment:	Considered.
Crime & Disorder:	None.
Every Child Matters:	None.

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



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 pages 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:

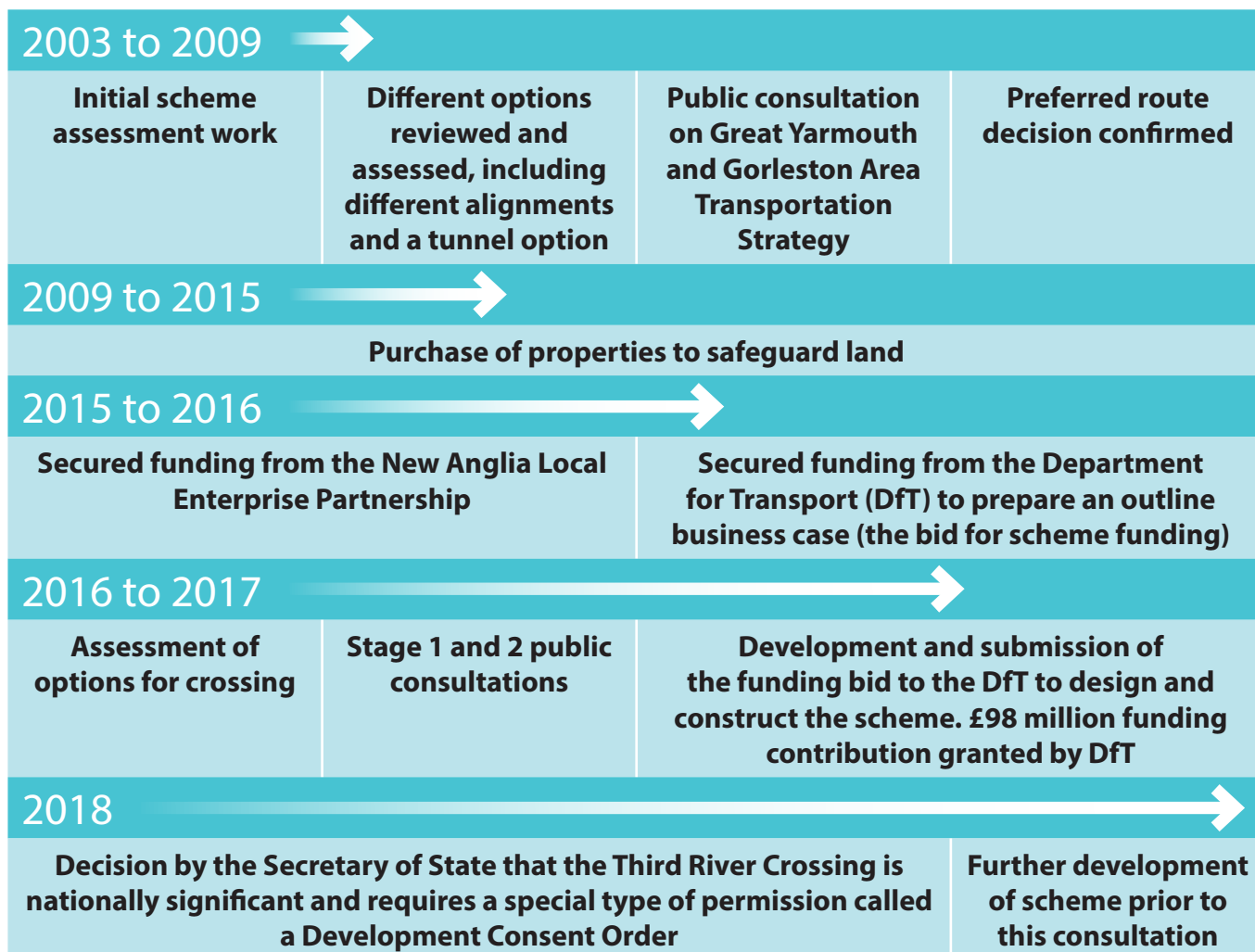
- To support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industries and to enhance the port's role as an international gateway
- To help create new jobs by improving transport links between the port and the main road network
- To support the regeneration of Great Yarmouth, 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

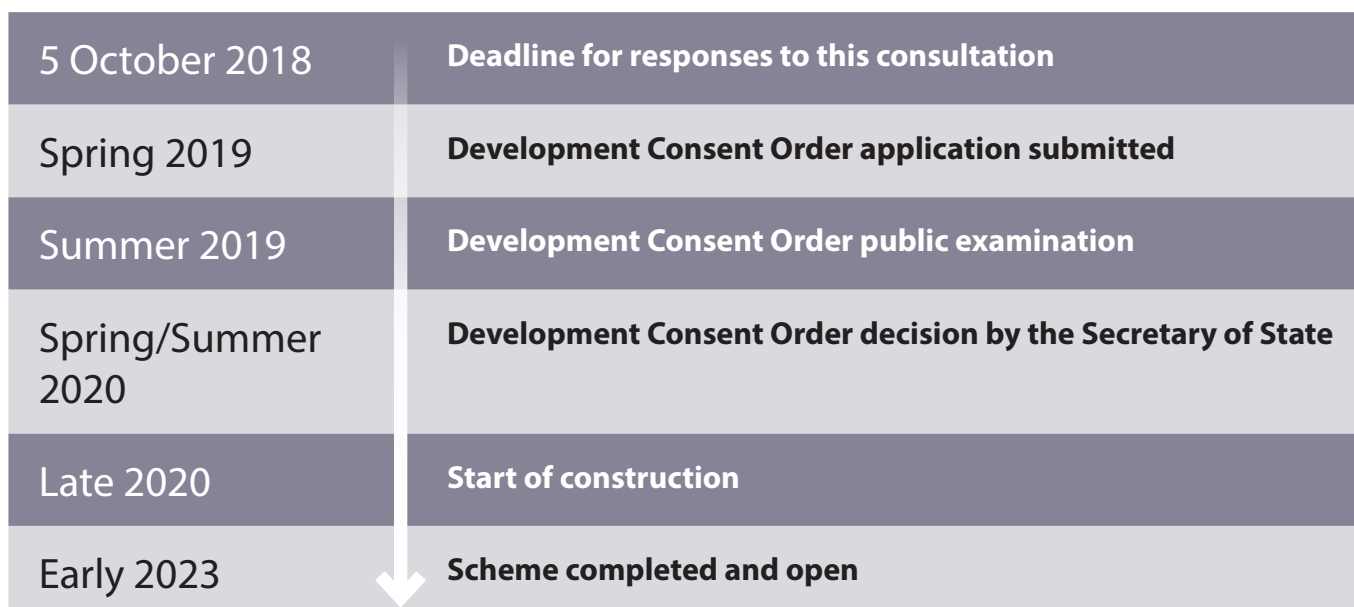
Norfolk County Council submitted a bid for a funding contribution to the Department for Transport (DfT). The submission to DfT set out the project cost as approximately £120m. The Autumn Budget 2017 allocated a Government contribution of £98m towards the scheme. The remaining cost will be locally funded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

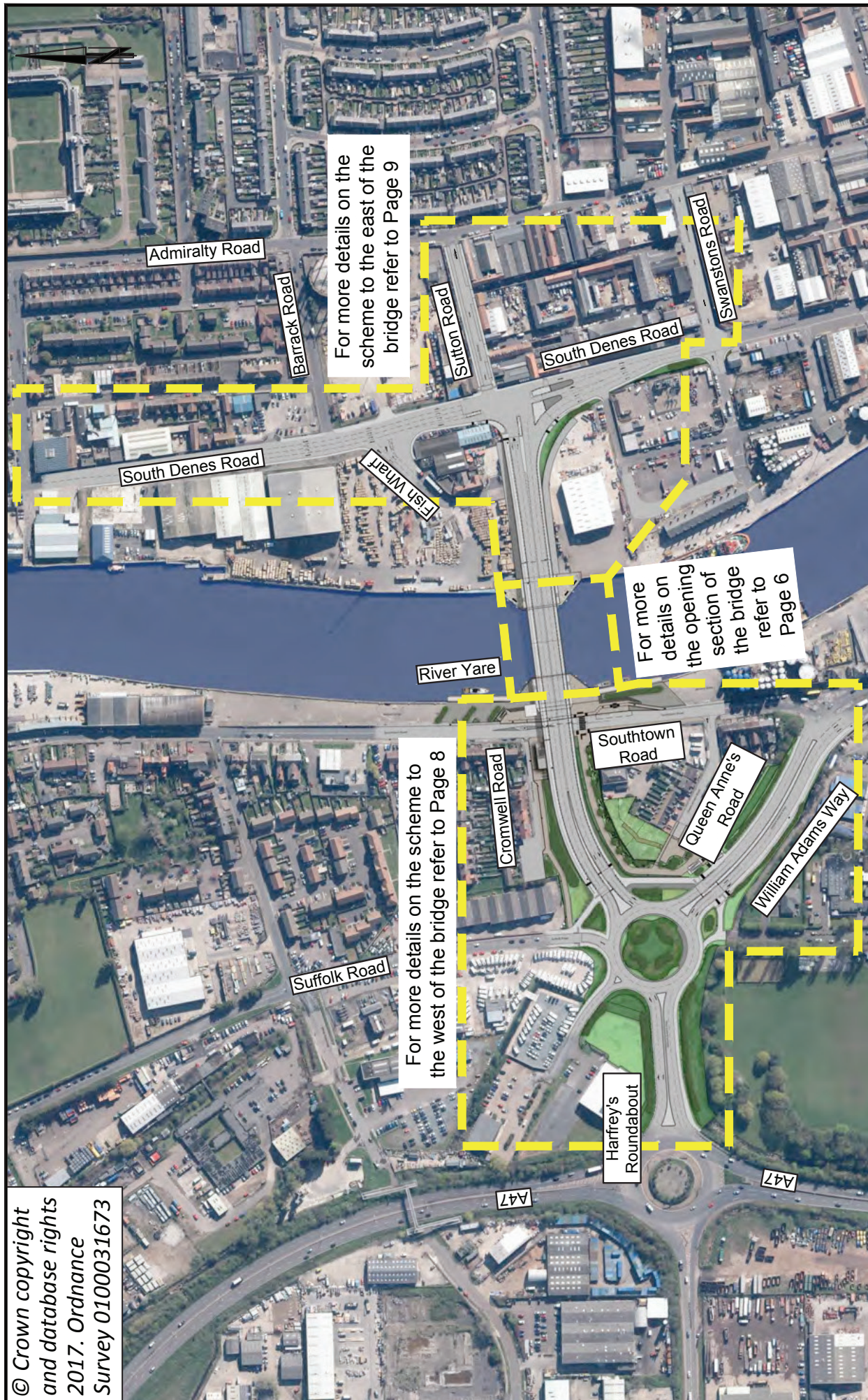
This means that the project requires a special type of permission, called a Development Consent Order, to construct, operate and maintain it.

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.

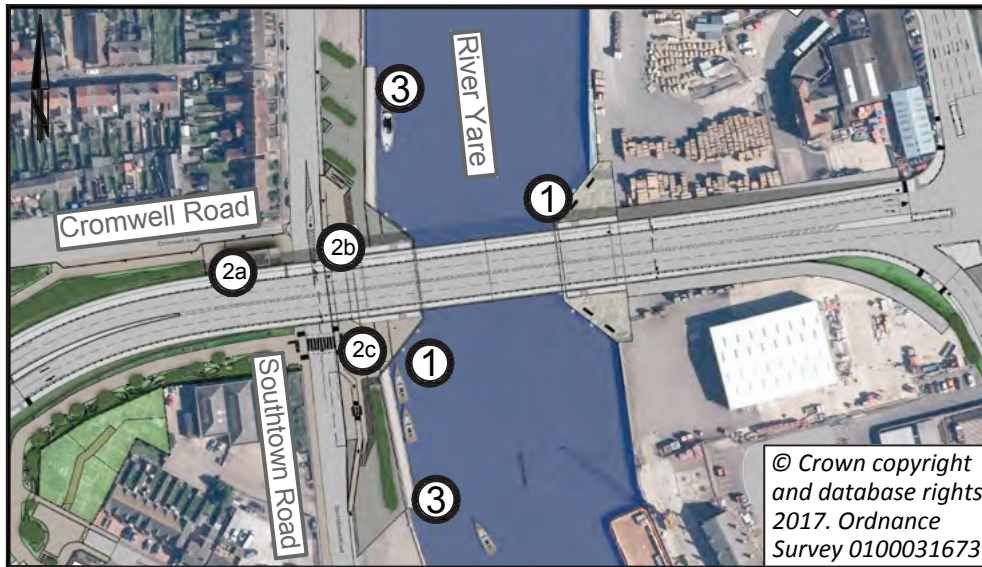
A key feature of a Development Consent Order is that it replaces the need for planning permission and various other consents/orders which a project would normally need. Therefore this consultation is a very important opportunity to express views on the scheme.

You can find out more on how to comment and have your say on page 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 page 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

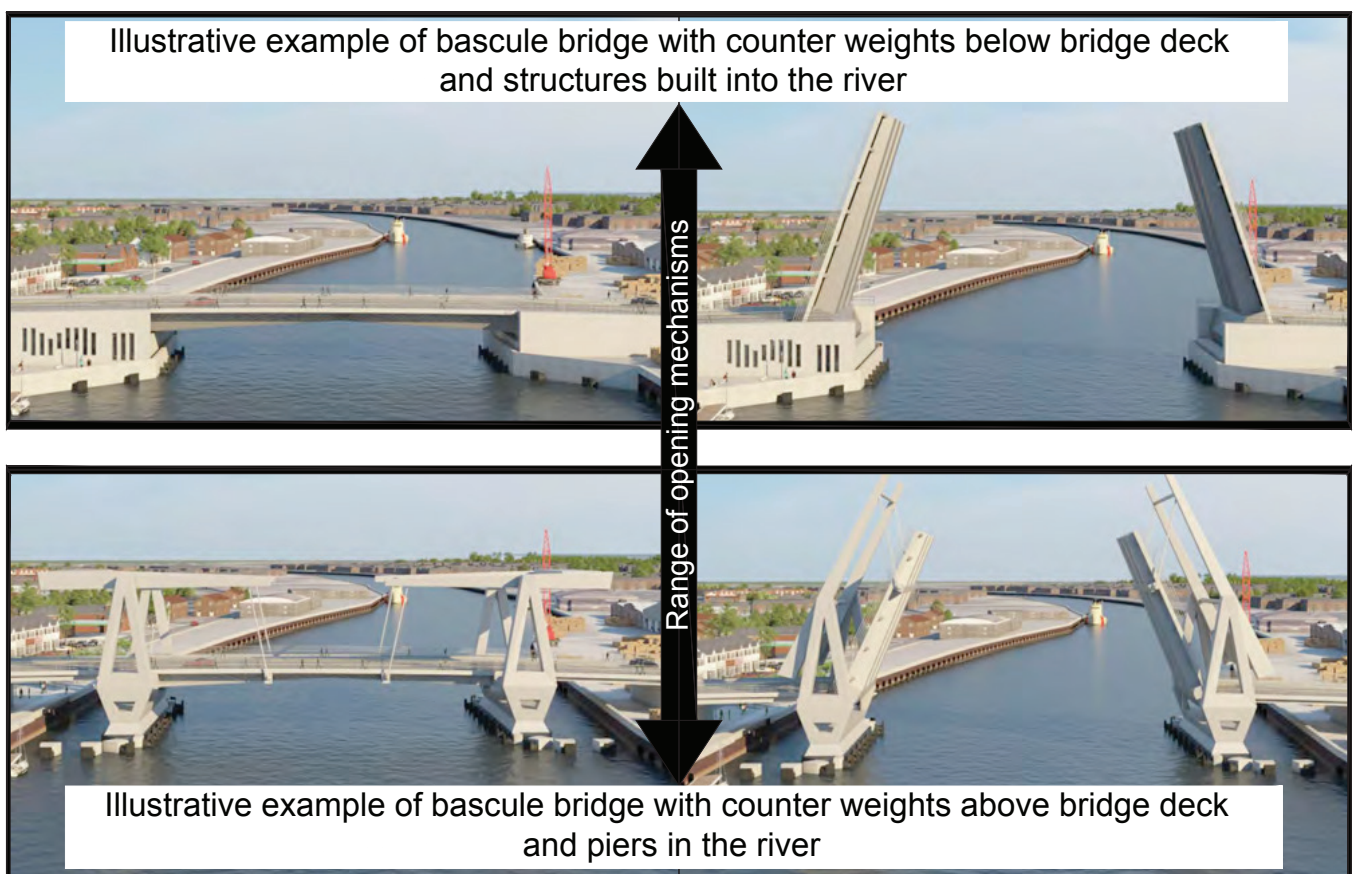
Estimated number of openings on a typical day (in 2023)	15 (based upon our assessment of predicted river traffic)
Anticipated total length of time the bridge is closed to road traffic on a typical day	82 minutes (approximate average of 5 minutes 30 seconds per opening)
Total time each day the bridge 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

Height	<p>The new roundabout on William Adams Way (1) 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 (3)</p> <p>The bridge approach embankments would be retained by reinforced earth or retaining walls</p>
Gradients	A maximum gradient of 5% (1 in 20) would be provided on the bridge approaches

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.

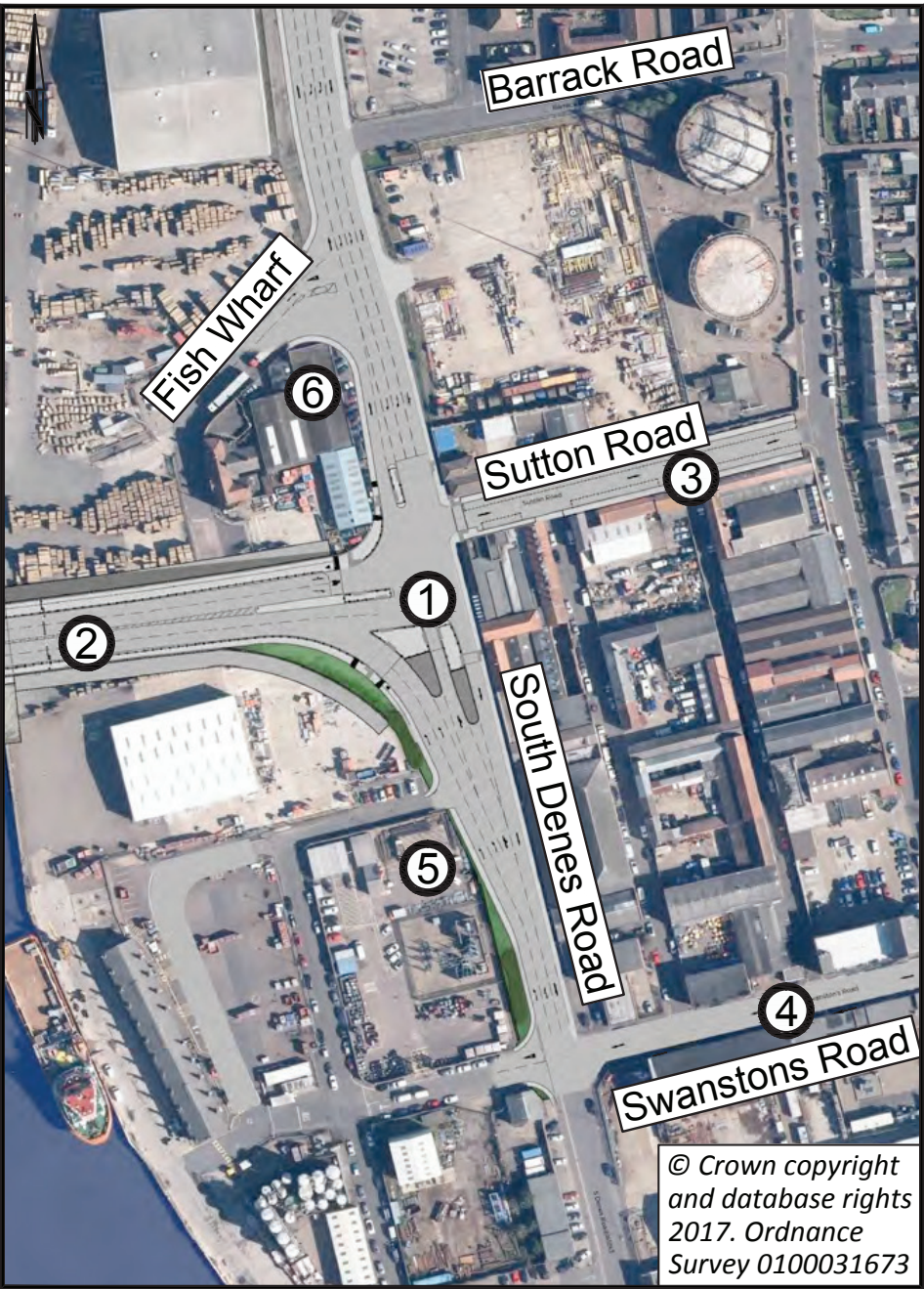
A new signal controlled junction would be provided at the junction of South Denes Road with Sutton Road **(1)**. South Denes Road would be widened to the side closest to the river on its approaches to this junction.

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.



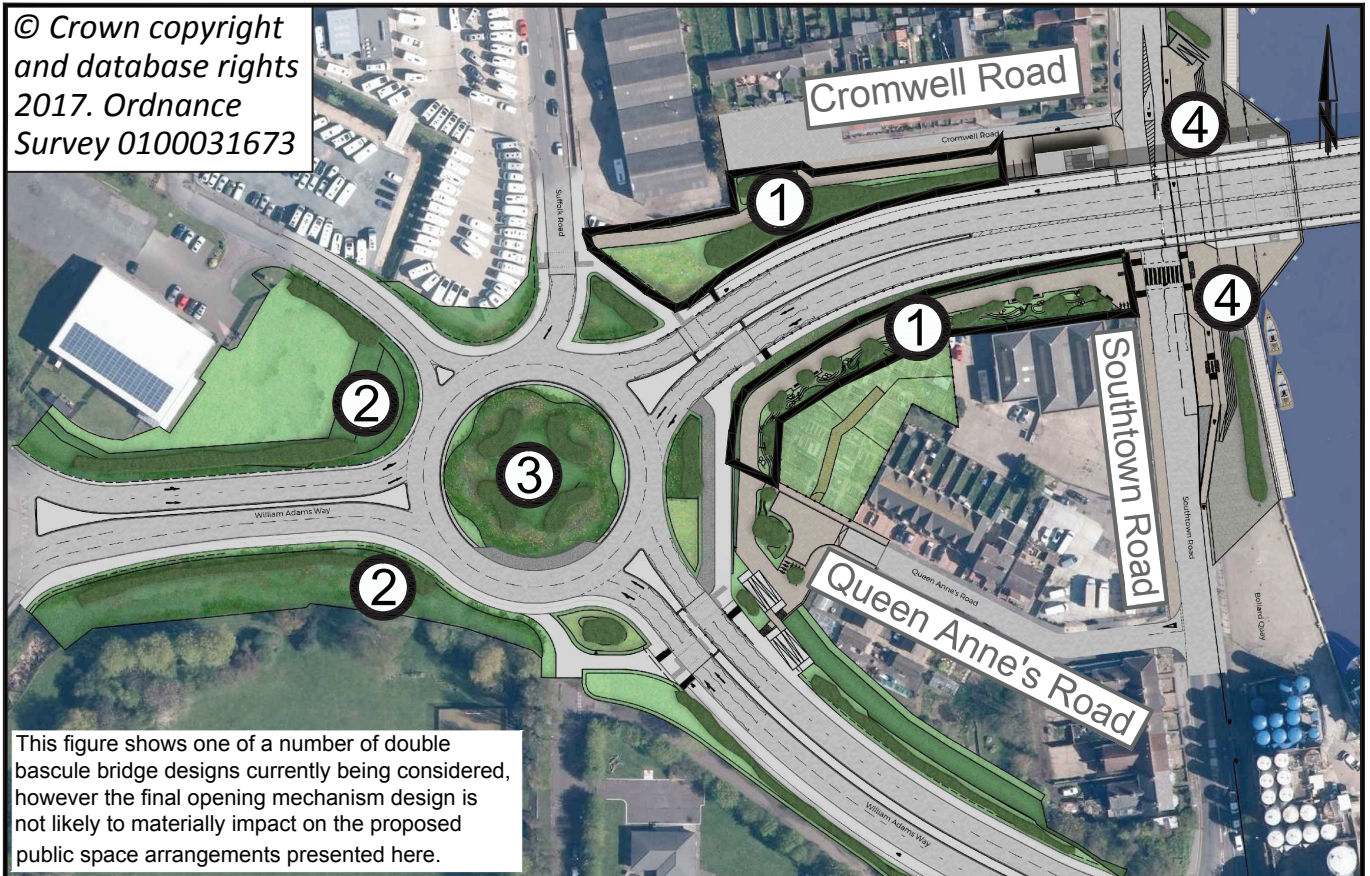
Key facts about the eastern side

Height	The signal controlled junction with South Denes Road (1) 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

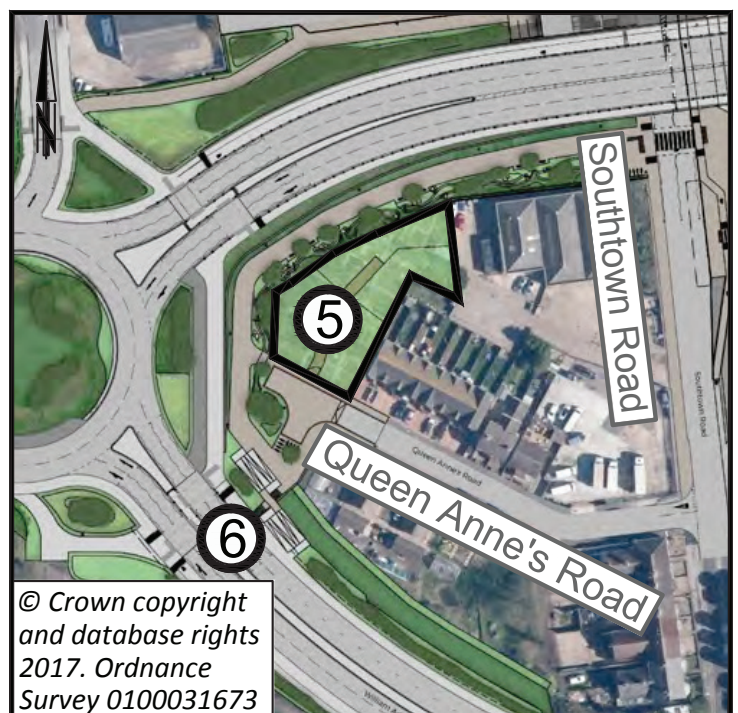
As part of the scheme proposals we intend to provide a number of public space improvements within the land required for the scheme. These include the provision of new areas of public routes **(1)** and areas of landscaped space **(2)** (including the centre of the new roundabout on William Adams Way **(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)**.

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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)**.

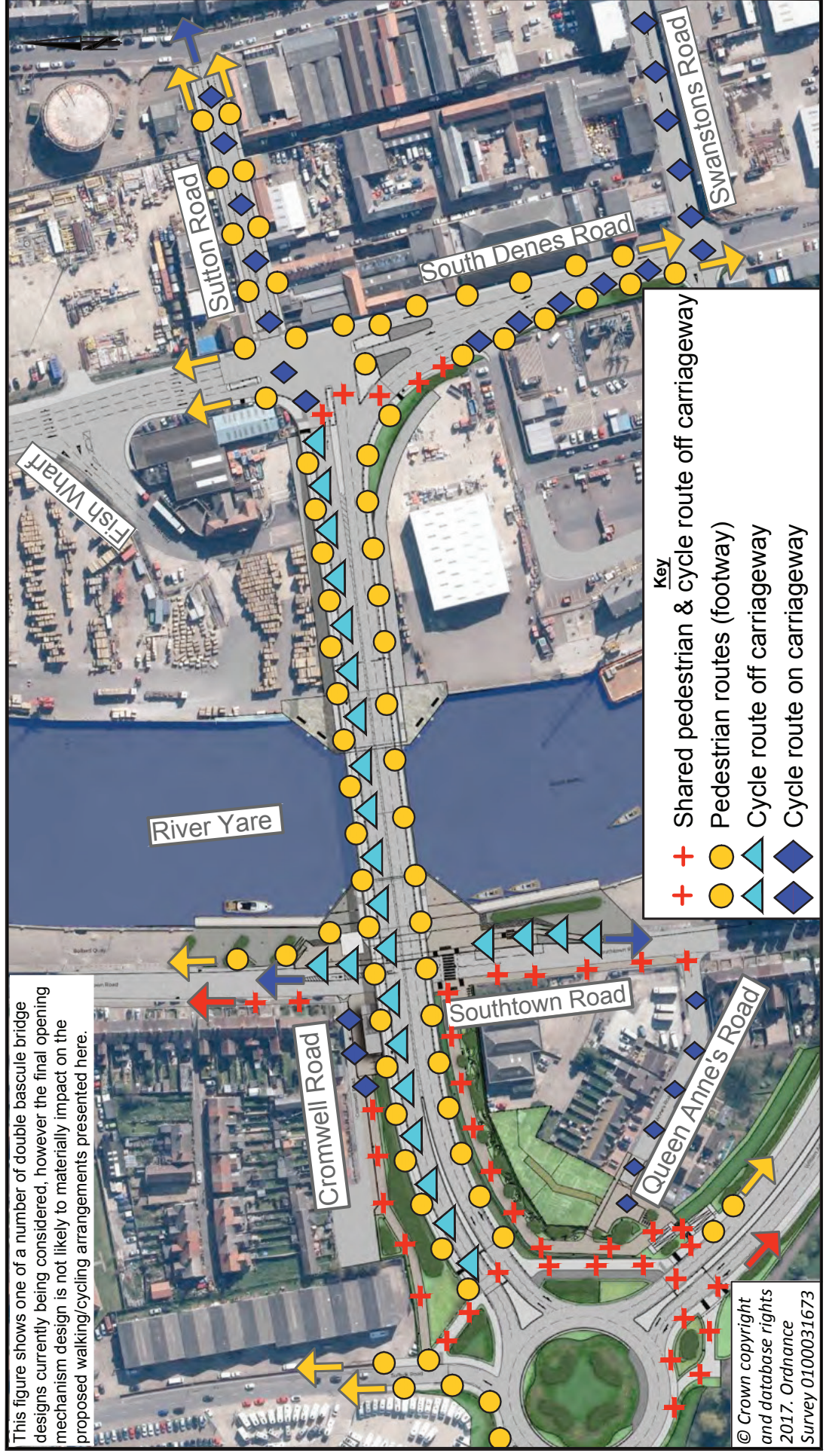
Steps/ramps up to William Adams Way are proposed **(6)**.



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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.

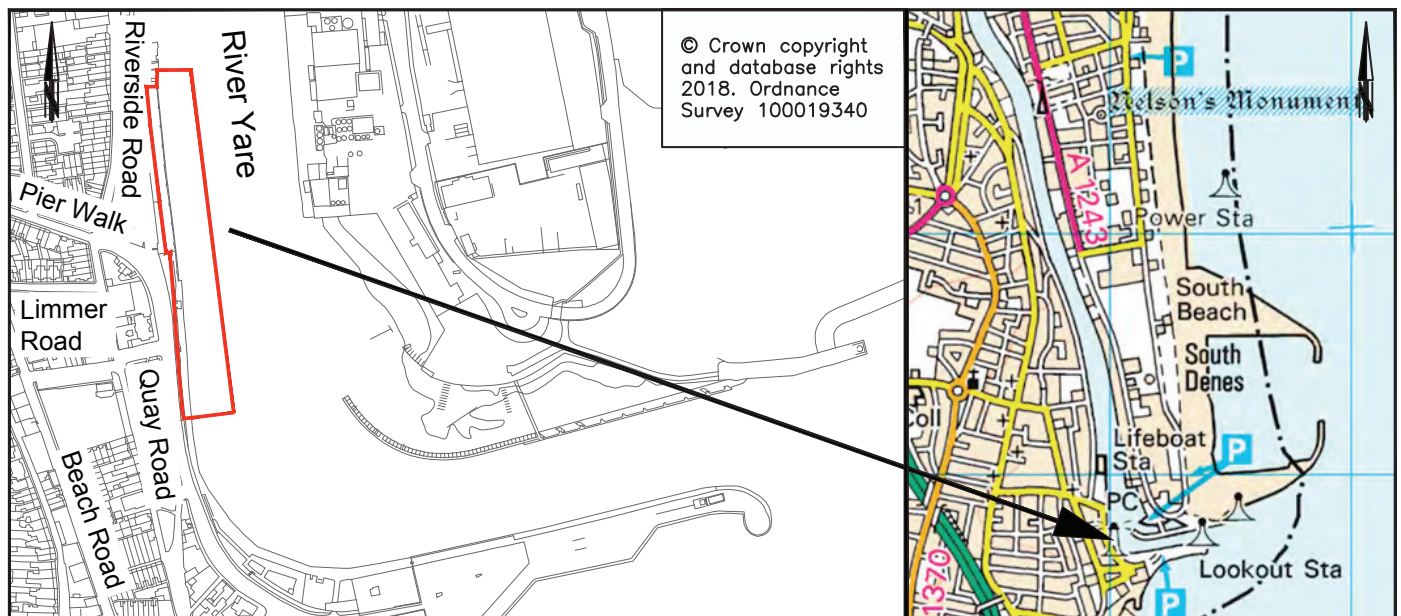
River Vessel Berthing Facilities

Page 6 of this document 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.

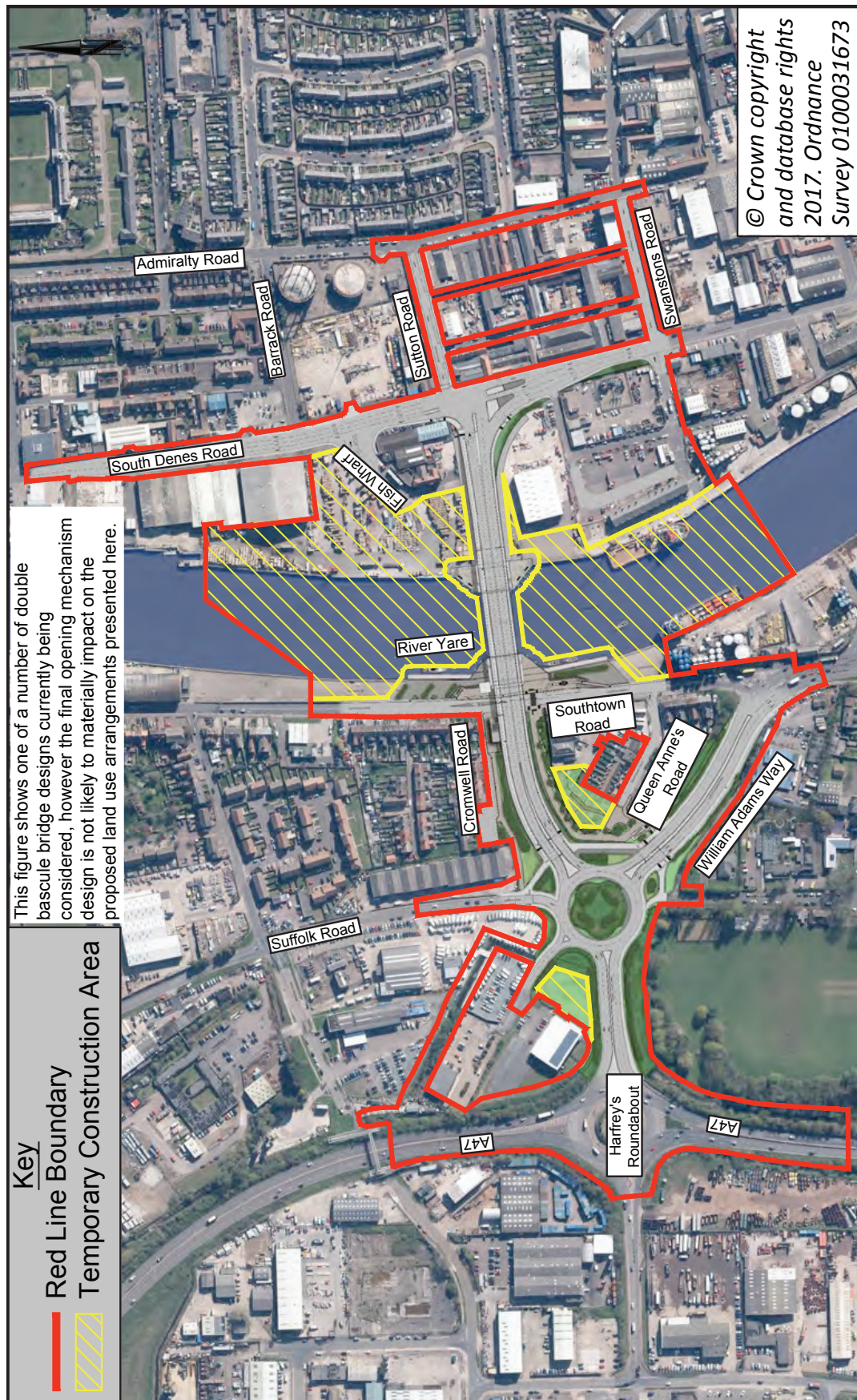
The facility would be designed to accommodate all commercial vessels greater than 30m in length that are capable of using the River Port. It would only be provided for temporary mooring while the bridge was restored to an operational condition and no port facilities would be provided at the location.

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.

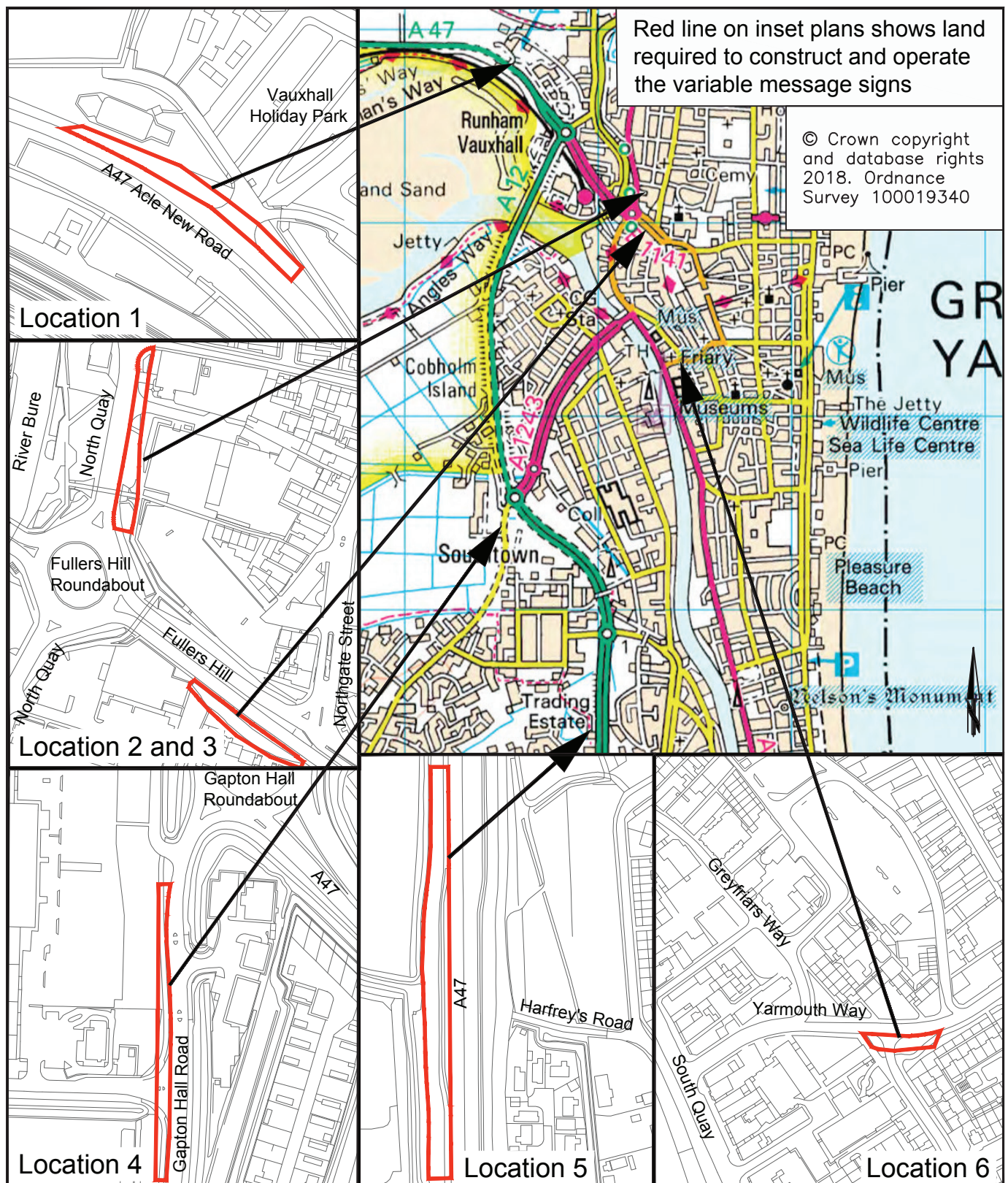


Where we do not already own or control the land, we have started negotiations with the relevant landowners. However, as part of our application for a Development Consent Order we intend to apply for powers which would allow us to acquire land and rights over land compulsorily (subject to payment of compensation)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

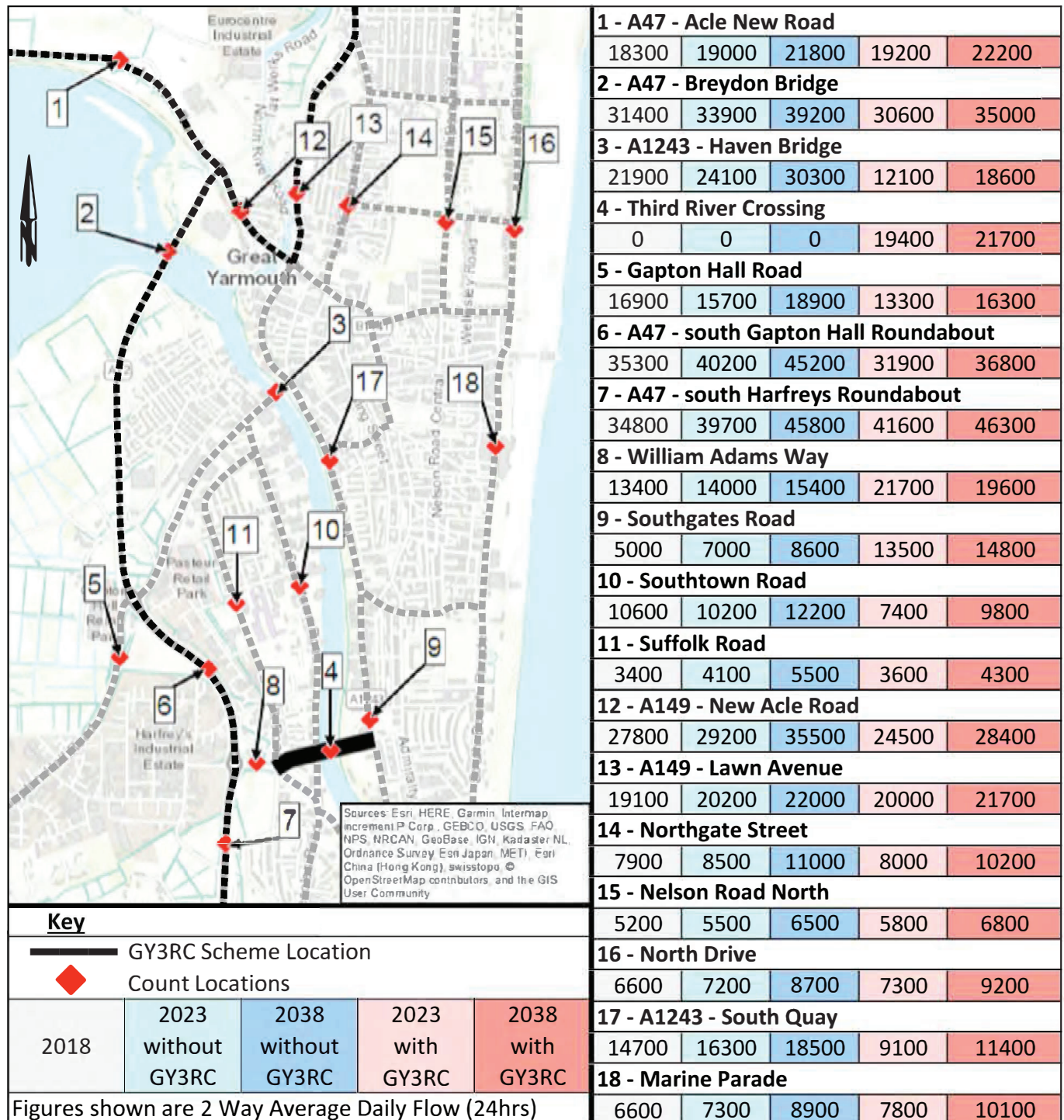
The locations of these are shown below. Each requires small areas of land to provide them.



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.



We have created a separate briefing note about our transport modelling which describes the process we have used to produce the data in this document. This is available to view on Norfolk County Council's website (www.norfolk.gov.uk/3rc), at the public consultation events and locations set out on page 18. You can also obtain a copy by emailing us at 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), at the public consultation events and locations set out on page 18. You can also get a copy by emailing us at 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
- Completing the paper questionnaire that accompanies this 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
- 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 5th October 2018.

If you have any queries regarding the consultation please email 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 this 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.

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).

The consultation documents include:

- This 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 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, kontaktujte oddelenie služieb zákazníkom na čísle 0344 800 8020 alebo pošlite textovú správu na 18001 0344 800 8020 (textový telefón) a vynesnažíme sa pomôcť vám.

Если вам необходимо распечатать этот документ крупным шрифтом, шрифтом Брайля, а также если этот документ нужен вам в аудио-формате, альтернативном формате или на другом языке, отправьте сообщение на адрес электронной почты gy3rc-st3consultation@norfolk.gov.uk, обратитесь в центр обслуживания клиентов по телефону 0344 800 8020 или службу для людей с ограниченными возможностями по номеру 18001 0344 800 8020 (текстофон), и мы сделаем все возможное, чтобы вам помочь.

Se precisar deste documento com caracteres grandes, em Braille, num formato alternativo, em áudio ou noutro idioma, envie, por favor, um e-mail para gy3rc-st3consultation@norfolk.gov.uk, contacte o Serviço de Apoio ao Cliente através do 0344 800 8020 ou envie uma mensagem de texto para o 18001 0344 800 8020 (telefone de texto) e faremos o nosso melhor para o/a ajudar.

Jei norėtųmėte šį dokumentą gauti dideliu šriftu, garso įrašu, Brailio raštu, kitu formatu ar kita kalba, atsiųskite el. laišką gy3rc-st3consultation@norfolk.gov.uk, susisiekitė su klientų aptarnavimo centru tel. 0344 800 8020, arba teksto atpasakojimo numeriu 18001 0344 800 8020 (tekstinis telefonas) ir mes pasistengsime jums padėti.

Aby otrzymać ten dokument wydrukowany większą czcionką, zapisany alfabetem Braille'a, w innym formacie, w postaci dźwiękowej lub w innym języku, prosimy o wysłanie wiadomości e-mail na adres gy3rc-st3consultation@norfolk.gov.uk albo kontakt z Obsługą Klienta pod numerem 0344 800 8020 lub pod numerem telefonu tekstowego 18001 0344 800 8020, a dołożymy wszelkich starań, aby udzielić pomocy.