

From: [REDACTED]
To: [Great Yarmouth Third River Crossing](#)
Cc: [REDACTED]
Subject: Great Yarmouth Third River Crossing - response to ExA's written questions (Deadline 2) [BDB-BDB1.FID9979150]
Date: 22 October 2019 17:53:52
Attachments: [REDACTED]

Dear Sir / Madam,

Please find attached GYPA's responses to the ExA's first round of written questions.

Kind regards

Tom


BDB PITMANS

Tom McNamara Associate

T +44 (0)20 7783 3794

W www.bdbpitmans.com

For and on behalf of BDB Pitmans LLP
50 Broadway London SW1H 0BL

WARNING – This email and any files transmitted with it are confidential and may also be privileged. If you are not the intended recipient, you should not copy, forward or use any part of it or disclose its contents to any person. If you have received it in error please notify our system manager immediately on +44 (0)20 7783 3555 or +44 (0)345 222 9222. This email and any automatic copies should be deleted after you have contacted the system manager.

This email is sent from the offices of BDB Pitmans LLP, a limited liability partnership authorised and regulated by the Solicitors Regulation Authority (SRA ID number 448617) and registered in England and Wales with registered number OC320798. Its registered office and principal place of business is 50 Broadway, London SW1H 0BL. A full list of members, referred to as partners by the firm, is available for inspection on request. BDB Pitmans LLP accepts no responsibility for software viruses and you should check for viruses before opening any attachments.

Cybercrime Alert : If you receive an email purporting to be from someone at this firm and telling you that we have changed our bank details, it is likely to be from a criminal. Please do not reply to that email – instead ring the person you have been dealing with as soon as possible to check whether the change is genuine.

Internet communications are not secure and therefore BDB Pitmans LLP does not provide any guarantee or warranty that this message or any attachments shall remain confidential. To ensure client service levels and business continuity BDB Pitmans LLP operates a policy whereby emails can be read by its employees or partners other than the addressee. This policy complies with the Telecommunications (Lawful Business Practice) (Interception of Communications) Regulations 2000.

GYPA

Examining Authority written questions and requests for information (ExQ1)

(Note: references to GYPA in these responses should also be taken to include Great Yarmouth Port Company)

ExQ1	GYPA's response
1.0.8	<p>The 50m clear span proposed has been considered by GYPA including the Pilotage team. Whilst the bridge infrastructure narrows the existing navigation channel, there remains width sufficient for all vessels presently using the port safely to pass without undue hinderance.</p>
1.0.9	<p>The NRA was undertaken following an exercise involving Vessel simulations. This exercise was undertaken with the participation of GYPA Pilots.</p> <p>The output from the NRA now requires review by GYPA, to ensure the conclusions and recommendations from the assessment are properly expressed. However, the NRA Report was only very recently received by GYPA, which means that there has been insufficient time to review and reflect upon the contents of the NRA Report in advance of Deadline 2. GYPA will provide its comments on the Report by no later than Deadline 3 in the examination timetable.</p>
1.0.10	<p>Leisure vessels the waiting areas proposed and shown in the General Arrangements are suitable for this category of craft.</p> <p>However, neither of the proposed locations are adequate to meet the safe mooring requirement of a commercial vessel needing to transit the bridge (due to factors including but not limited to a very close proximity to the bridge and the size/design of these facilities safely to moor a large Vessel.</p> <p>Outbound Vessels would remain adequately secured to the Quay until the bridge is confirmed fully open, before proceeding on passage. This fully mitigates the safety risk to the Vessel of bridge failure to open, however it is likely that this process would require the bridge to be open for an appreciable period (potentially up to twenty-five minutes each time, in GYPA's considered view) in order to allow outbound vessels to transit through.</p> <p>Inbound Commercial Vessels: Once the vessel has entered the inner harbour, there is no designated/available place for the vessel safely to be berthed if, for whatever reason, the bridge does not open. The Vessel becomes exposed to wind and tide (including a reducing depth of water) and is severely compromised in her ability safely to manoeuvre (including insufficient room to turn).</p> <p>Mitigations considered included</p> <ol style="list-style-type: none"> a) opening the bridge before the Vessel enters the Inner Harbour. This would require the bridge is open for a period likely to cause significant disruption to road traffic (30 mins +) and to occur at time coinciding with maximum demand (Rush hours).The Harbour Authority would require the power unilaterally to decide when the bridge must open and expect no challenge. b) providing a designated Emergency Layby Berth that the Vessel's Passage Plan identifies as a contingency for failure to open. Such berth should be located, based on Pilots' advice, to the south of the proposed crossing. The Length, Depth and Bollards etc at such berth require to be adequate, safely to moor a Commercial vessel of type presently using the port and

	<p>at all states of Tide. GYPA is able and supportive to advise the Applicant accordingly.</p> <p>Safety of navigation will be compromised by any failure of the bridge to open as expected. Consequences for the affected Vessel absent adequate contingency, include but are not limited to collision (with another vessel and/or bridge) and/or grounding with consequential pollution.</p> <p>GYPA strongly recommends that an emergency lay-by berth should be provided for commercial shipping. This option will shorten the time required for the bridge to remain open.</p> <p>The NRA considered the risk of bridge failure to open and the effect of this factor on Vessels under way in the Inner Harbour but the report has only recently been made available for review by the Harbour Authority.</p>
1.3.4	These matters have been dealt with between GYPA and the Applicant.
1.6.3	<p>The Vessel simulation exercise was undertaken using a model of the port and included estimation of the amendment to present flow of tide and sediment movement likely as a consequence of the new bridge infrastructure. The exercise predicts changes to flow pattern from what our experience and our planning is based.</p> <p>There are consequences for navigation of vessels transiting the bridge and navigating/mooring at adjacent berths. The simulation exercise enabled GYPA to identify the likely changes arising and make assessment of anticipated changes to the vessel evolutions affected.</p> <p>There are predicted changes likely to sediment movement likely to be experienced to the North and South of the river crossing. From preliminary reports this would manifest as scouring with the immediate channel and increase in sedimentation around the adjacent berths where flows have been changed.</p> <p>In terms of flow the models show, as would be expected, an increase in current flow during peak periods through the constrained channel created and eddy or counter currents experienced upstream and downstream depending on the direction of tidal flow. These changes and effects must be appraised for effect on transiting vessels in order to ascertain navigational safety.</p>
1.8.8	<p>1806 Inbound heading North 1715 Outbound heading South 3521 total commercial vessels passing the proposed 3RC location</p> <p>**This is not inclusive of Pilot Launch movements**</p>
1.8.9	<p>GYPA will require to consult with Leisure/recreational vessel stakeholders. It is envisaged Leisure vessels will rely on the facilities indicated on the General Arrangement. The waiting facility will reduce the frequency of bridge openings. It is expected that during the bridge open period, leisure vessel(s) may pass before or after a commercial vessel, subject to communication protocols (to be developed).</p>

1.8.10	<p>The 2 bridges with opening arrangements, located in the port are subject to demands from shipping radically different to the proposed new bridge.</p> <p>Haven and Brayden bridges require 24-hour advance notice of a request to open. There is no Commercial vessel needing to transit either bridge and the consequence of failure to open is not comparable to the new bridge being proposed.</p> <p>The Port requires Vessels (other than Leisure) have made a Booking, before entering the port. In event a booking indicates a Vessel will proceed to a berth requiring a transit of the proposed bridge, the information will be known 12 hours in advance of such transit (min 2hours mandated).</p> <p>Bridges under planning consideration but located elsewhere, with opening arrangements and similar demand from shipping have mitigated the failure to open risk by provision of an Emergency Layby facility, after due consideration to the alternative prolonged open period. A Protocol to underpin bridge opening (including advance notification requirement) was developed and will be required here, after due assessment to ensure adequacy including relevant timings. The effectiveness of the Protocol demands good communication is maintained between bridge Operator, Port and Vessel.</p>
--------	--