

**From:** [REDACTED]  
**To:** [Great Yarmouth Third River Crossing](#)  
**Subject:** TR010043 - Great Yarmouth Third River Crossing - ExQ1 response for ASCO UK Limited (IP Ref: 20022812) [BURNESPAULL-Live.FID23278257]  
**Date:** 22 October 2019 20:33:01  
**Attachments:** [REDACTED]

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## TR010043 - Great Yarmouth Third River Crossing

I attach response for ASCO UK Limited to ExQ1.

Kind regards  
Alasdair

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## Proposed Great Yarmouth Third River Crossing Development Consent Order

### The Examining Authority's written questions and requests for information (ExQ1)

#### Response by ASCO UK Limited

1.3.	<b>Compulsory Acquisition, Temporary Possession and Other Land or Rights Considerations</b>		<b>ASCO response</b>
1.3.3.	ASCO	What appropriate safeguards, protective provisions and mitigation measures are ASCO seeking in relation to its land?	ASCO's GY supply base business benefits from a dedicated single site with office, warehousing and laydown areas all immediately proximate to the quayside. As a direct result of the bridge ASCO will lose this single site status and at present there is no certainty around an alternative split site. This outcome has a very detrimental impact upon ASCO's business. ASCO therefore seeks NCC to reconsider the positioning of the bridge and to consider moving its landing position northwards on the east side of the river by circa 50 metres. This would remove the impact of any land take on either Perenco or ASCO and our ability to maintain our operations utilising the existing Berths adjacent to Fishwharf and other infrastructure (i.e. water, fuel and muds etc).
1.8	<b>Effect on Port Operations</b>		
1.8.14	ASCO/Perenco	What appropriate safeguards, protective provisions and mitigation measures are ASCO seeking in relation to its landholdings?	See response to 1.3.3
1.8.15	ASCO/Perenco	You state that the southern part of your landholding will not be	Perenco has requested that ASCO moves its non Perenco business to a separate site within the Port (commonly

		subject to any compulsory/temporary acquisition, on that basis can you explain your position that it will be adversely affected by the proposed development.	known as Berths 7&8) to mitigate the impact of the scheme on Perenco and to allow it to remain within the Port. That would allow Perenco to occupy the immediately adjacent land which ASCO has vacated (land directly adjacent to Perenco's Neptune house warehouse) and essentially expand southwards. The loss of this space would directly impact on ASCO's ability to undertake cargo operations on other client vessels as there will be inadequate laydown space for cargo due to Perenco's occupation.
1.8.16	ASCO/Perenco	Will the road/access improvements arising from the proposed development benefit ASCO?	No, in fact to the contrary travelling time to the majority of ASCO's operational sites will increase due to the one way system which will require vehicles leaving Fishwharf to cross the bridge and return if requiring to travel south. ASCO's operations will also be effected by congestion on South Denes Road when the bridge is raised, with north and south bound traffic placed at a standstill. This congestions will also affect ASCO's yard at Barrack Road, and it is still uncertain how access to the yard will be maintained during and post construction of the scheme.
1.8.17	ASCO/Perenco	Approximately what percentage of ASCO's landholding will be permanently acquired by the proposed development?	As an approximation, circa 50% of the Fishwharf site which is both sub-leased to Perenco and used operationally by ASCO.
1.8.18	ASCO/Perenco	Would it be practicably possible to reconfigure ASCO's residual land holding in a manner that would meet its operational requirements?	No, the residual land would not offer any suitable space for the laydown of cargo. This is an essential part of ASCO's core operation; space is required to lay down the inbound and outbound cargo for all sailings.
1.8.19	ASCO/Perenco	What evidence or assessments have you done to support the view that the vessels waiting south of the bridge would undermine access to/from ASCO's quays?	Vessels waiting to the south of the bridge will cause congestion that will in turn restrict pilotage and access to the berths on both sides of the river. A key component of servicing the offshore oil and gas industry is the ability to turn vessels around in port quickly. Congestion in the river that impedes access to the berths will cause significant

			<p>operational delays and additional operating cost. Given that GYPC controls the navigation of the river ASCO could be significantly compromised on occasions when the bridge is non-operational. Such delays could also be contract threatening. ASCO's concerns in this respect are consistent with the concerns raised by GYPC in its Written Representations.</p>
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