

From: [REDACTED]
To: [Great Yarmouth Third River Crossing](#)
Cc: [REDACTED]
Subject: RE: Great Yarmouth third River Crossing comments
Date: 24 March 2020 23:59:14
Attachments: [REDACTED]

Dear Eleanor

thank you for your email responding to mine. I note that there are no further public events in connection with the third River crossing plan to take place and that you are operating in accordance with current government practice despite the impact and disruption of the virus.

I have considerable concern that two pieces of key evidence that should be in the possession of the applicants have not been declared to the enquiry. The reason given by the applicant as I have pressed this point on several occasions was that they could not locate them, although the county council itself commissioned the first document. Both documents are concerned with the alignment of a carefully planned strategic rail route to the outer harbour building on the former rail route which ran in the past to the East quay south of the planned alignment of the third River crossing.

I have attempted to raise this matter with the applicants over several months and my understanding when I first raised it is that the protection of the route could be maintained within the footprint of the third River crossing. The applicants appear to have changed their minds now, why I do not know, and now are not in favour of protecting the strategic rail route which they were a party to initially identifying.

Over a period of two months and more I have tried to raise this at a strategic level with the county council had no response. I feel I'm being run out of time and held off without a reply. Previously I'd sent the county council other strategic reports on identifying the importance of rail links to the ports.

As the county council could not locate its own copy of the two reports, and neither could the Borough Council, I took the time using my former connections as the retired chief executives of the port authority to locate the port authority's own copies of these two reports and sent them to the county council and also to the Great Yarmouth Borough Council. I believe that both these reports should have been tabled as part of the general evidence in making the case for the third River crossing and what effects it would have in terms of building and operation. I attach copies of both reports for the inspector to read and I believe that the tape of the meetings which I attended in Great Yarmouth will show that I raised the matter of the rail link to the port in a public forum.

After a very unsatisfactory meeting in trying to discuss the issue at County Hall with the applicants I was told that the county could not find its copies of the report and could not spare the time to look for them. It was at this juncture I located the port authority copies and subsequently copied them round asking for a meaningful response.

I have not had a meaningful response from the county council as applicants except for the fact they point out that the maintenance and protection of the strategic rail route, although extant at the present time, was not planned to be protected by the borough council current draft

revision of the Great Yarmouth borough wide plan. I believe that the fact that the strategic rail alignment was currently favoured and protected should have been declared to the enquiry. The presumption that a current consultation, which is yet to be considered by the public and its views taken and also decided upon by the Borough Council in assuming that the revision of the plan would eliminate the protection of the rail alignment is I believe premature.

I have provided the Borough Council itself with copies of these two reports which it also could not locate and in a meeting with the council leader, the chief executive and high steward of the town there was a consensus that this strategic route should be protected. I do not know the mechanism of how this will work itself out but I contend in these circumstances the fact that the applicants have not tabled the two rail reports, one of which itself commissioned, and declined to look for them was a negligence in submitting evidence to the enquiry which it should have taken trouble to remedy rather than hopefully ignore and trust to the fact that nobody raised the matter.

In my view given the crucial nature of the problems the world is suffering from in trying to deal with the virus at the present time will necessitate an increasing interest in dealing with climate change once hopefully the pandemic is over. The ports of Europe for some considerable time and from my experience in serving as Deputy Chairman of the British Ports Association and on the European seaports organisation in a former life indicates that multimodal facilities in the ports are going to be considerable factors in their success. The road links to Great Yarmouth in the past have not been improved south of Norwich to the necessary extent after campaigns for a period of more than nearly half a century to my knowledge. In the task of reducing emissions indications are that long distance rail traffic to the ports may well result from any legislation in the future limiting polluting lorries. In the absence of a rail link in the circumstances the port, which is a significant economic driver for the town, would be placed in a considerable disadvantage.

I believe that the options to maintain the possibility of creating a strategic rail link to the port as planned by the county council, the borough council, the port authority and backed by the European Commission at the time of the major grant to assist the construction of the outer harbour should be maintained.

I'm sorry to write at this late hour on this factor but I believe it is important in the context of considering how the third River crossing is constructed and what effect it might have. The omission of the evidence I provide I think is significant in the context of the applicant's case. Improved road access to the outer harbour has being a desired aim of port interests several years and certainly at the time when I promoted the Great Yarmouth Outer Harbour Bill. However in these changing times I believe view mission of a protection of a strategic rail route is short-sighted and lacking in strategic vision and puts all Great Yarmouth eggs into one transport mode for the future.

Written in haste.

I would be grateful if you could acknowledge safe receipt of this email.

Kind regards
Michael Boon

Retired Chief Executive of the Great Yarmouth Port Authority

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Great Yarmouth Outer Harbour Rail Link

Environmental Scoping Assessment

29th August 2001



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Great Yarmouth Outer Harbour Rail Link

Environmental Scoping Assessment

Issue and Revision Record

Rev	Date	Originator (Print) (Signature)	Checker (Print) (Signature)	Approver (Print) (Signature)	Description
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1 Introduction

1.1 Background

Proposals for an outer harbour development at Great Yarmouth that will provide facilities for Roll On –Roll Off (RO-RO) vessels up to 200m are currently being considered. In conjunction with these a new rail link is proposed from Vauxhall Railway Station to a new railhead at the harbour to service the RO-RO vessels. This scoping study considers the possible environmental impacts of the rail link.

1.2 Brief description of proposed development

1.2.1 The proposed design for an outer harbour is based on developing the area on the seaward side of the South Denes peninsula. The proposed rail link from the harbour will connect directly to existing track and the national railway network at Vauxhall Railway Station.

1.2.2 It is assumed that there would be two rail movements each way per day and their exact timing would be co-ordinated with the peak traffic flows and the arrival and departure times of the ferry, in order to minimise disruption to road traffic. The trains will be restricted to a maximum length of 400 metres.

1.2.3 It is proposed that the single-track rail link will follow closely (subject to health and safety requirements) the former rail route that serviced the port's needs up until the late 1970's. Fig 1&2 delineate the previous track route.

1.2.4 Two loading and unloading sidings located at the new harbour are proposed each have a clear length of 200m. The proposed spacing allows for a reach stacker to transfer containers or swap bodies from wagons and to allow for safe working areas for staff supervising the shunting movements.

1.3 Statement of need

In order to maximise on the efficiency of RO-RO vessels a rail link will be required to connect the port with the national rail network. This will also have a positive benefit on the Great Yarmouth economy by encouraging a stronger diversity in trade and indirectly boosting the town's existing tourist industry. Therefore also improving its socio-economic and environmental structure.

1.4 Purpose of the environmental assessment process

- 1.4.1 Environmental impact assessment is a process that aids the planning decision. The process includes Scoping, Environmental Impact Assessment (EIA) Stages 1&2 and the production of the Environmental Statement that includes a Non Technical Summary.
- 1.4.2 The scoping process is preliminary to a Stage 1 EIA. The process of scoping is that of determining, from the entire project's possible impacts and from all the alternatives that could be addressed, those that are the key, significant ones. An initial scoping of the possible impacts may identify those impacts thought to be potentially significant and those where the position is unclear. Further study will examine impacts in the various categories. Those confirmed by such study to be non-significant will be eliminated those in the uncertain category that may be potentially significant will be added to the initial category of other potentially significant impacts.
- 1.4.3 The environmental assessment process will recommend the most suitable location and design for the rail link by identifying environmental constraints within the study area.
- 1.4.4 The Stage 1 EIA will be prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 11 Environmental Assessment (Department of Transport), August 1994. The project is for a proposed rail link and not that of a road scheme consequently DMRB methodology will be adapted in certain sections in order to take this into account.

1.5 The scope of the environmental assessment

- 1.5.1 This environmental scoping begins with the identification of individuals, communities' local authorities and statutory consultees likely to be affected by the proposed project and secondly in broad terms the identification of the geographical primary and or secondary impact areas. Fig 3. It will assess the environmental advantages, disadvantages and constraints of broadly defined route corridors.

1.6 The study area

- 1.6.1 The Port of Great Yarmouth is located in the county of Norfolk 32km east of Norwich and 16km north of Lowestoft and is the seaward entrance to the Norfolk and Suffolk Broads. Fig 3
- 1.6.2 Great Yarmouth is a medium sized East Coast resort town offering traditional tourism facilities and is also a commercial port. The commercial port is able to provide all weather access 24hours a day depending on a ship's draft. It is an important base for vessels servicing the offshore needs of the oil and gas

industry and also handles general cargoes that include minerals, fertilisers, forest products, bulks and aggregates.

1.7 Legislation

1.7.1 The Great Yarmouth Outer Harbour's (GYOH) Act 1986 empowers the GYPA to undertake an expansion of the existing harbour. It provides powers for GYPA to make and maintain works described in detail in the Act. The GYOH Act 1986 also contains a number of protective provisions for particular agencies. The existing GYOH Act 1986 planning permissions applied until 6th November 1996.

1.7.2 A Harbour Revisions Order has been applied for extending the compulsory purchase powers conferred by the 1986 Act and to revive those that have expired to 8th November 2006. The Order also extends the permitted develop rights secured by the act and closure of a portion of the esplanade.

1.7.3 An environmental assessment is required in connection with the proposed harbour works. This is imposed pursuant to Schedule 3 of the Harbours Act 1964, as amended by the Harbour Works (Assessment of Environmental Effects) Regulations 1999.

1.8 Consultation exercise

Part of the Environmental Assessment (EA) process involves consultation with statutory and non-statutory organisations that have an interest in the study area. Table 1 lists the consultees that have been identified by name, organisation and interest.

Organisation	Anticipated Interest	Contact name position	address
Anglian Water Services Ltd.	Water	Mr P Hickey Marine Scientist and EA Co-ordinator	Anglian Water Group PO Box 46, Spalding, Linc PE 11 1DP
Broads Authority	Nature Conservation		Broads Authority, Thomas Harvey House, 18 Colgate, Norwich NR3 1BQ
DEFRA Directorate of Fisheries Research	Commercial fisheries	(01502) 572769	DEFRA, Baltic Chambers, No2 Waveney Road, Lowestoft, Suffolk NR32 1 BN
DEFRA Marine Environmental Protection Division	Water and sediment quality; nature conservation; commercial fisheries	(0207) 2385871	DEFRA, Room 128, Nobel House, 17 Smith Square London SW1P 3JR
East England Tourist Board	Tourism and Recreation		East England Tourist Board, Toppesfield Hall Hadleigh, Suffolk IP7 5DN
Eastern Sea Fisheries joint committee	Commercial fisheries		Eastern Sea Fisheries 6 North Lynn Business Village, Bergen Way, Kings

			Lynn, Norfolk, PE30 2JG
English Nature	Nature Conservation		English Nature, 60 Bracomdale, Norwich, NR1 2BE
Environmental Agency	Water quality and nature conservation		Cobham Road, Ipswich IP3 9JE
Great Yarmouth Borough Council	Planning and development, nature conservation, flood and coastal defence environmental health, tourism and recreation	(01493) 856100	Town Hall, Hall Quay, Great Yarmouth NR30 2QS
Gt. Yarmouth and District Inshore Fisherman's Association	Commercial fisheries	Mr Wells Mr Lutkins Mr Lines(01493) 730661	17 Mill Road, Hemsby, Great Yarmouth, NR29 4ND
Gt. Yarmouth and District Archaeological Society	Archaeological & heritage	Shirley Harris (01493) 720035	8 Fairway, Caistor, Great Yarmouth NR30 5BX
Yarmouth Port Authority	Port development and navigation	(01493) 335500	20-21 South Quay, Great Yarmouth, NR30 2RE
Gt. Yarmouth Port Users Association	Land use	(01493) 330447	Great Yarmouth Stevedoring Company, 88 South Deans Road, Great Yarmouth, NR30 3PR
The Greater Yarmouth Tourist Authority			North West Tower, North Quay, Great Yarmouth
Norfolk Archaeological Unit	Archaeology & heritage		Garsett House, St Andrews, Hall Plain, Norwich, NR3 1AU
Norfolk County Council- planning & Transportation	Traffic Access Nature conservation landscape		County Hall Martineau Lane, Norfolk NR1 2DH
Norfolk & Waveney Chamber of Commerce	Local economy		St Andrews House, St Andrews Street, Norwich, NR2 4TP
Railtrack		020 75578000	Railtrack Plc, Railtrack House, Euston Square, London, NW1 2EE
RSPB	Nature conservation	(01767) 680551	Stalham House, 63 Thorpe Road, Norwich NR1 1UP
The Crown Estates	Land/ seabed use	020 72104817	16 Carlton House Terrace, London SW1 Y5AH
Trinity Light House Service	Navigation	Estates & Planning Officer (01493) 743900	Trinity House Depot, South Gates Road, Great Yarmouth NR30 3LH
English Heritage		020 79733000	23 Savile Road, London, W15 2ET
Waveney District Council	Planning and development, nature conservation, flood and coastal defence environmental health, tourism and recreation	(01502) 562111	Town Hall High Street, Lowestoft, Suffolk, NR32 1HS

Table 1 consultees to be approached regarding the proposed rail link.

1.9 Report structure

The environmental scoping assessment comprises of five sections.

Chapter 1 sets out the background to the study.

Chapter 2 describes the proposed scheme and briefly the alternative options.

Chapter 3 describes the existing characteristics of the proposed route corridor.

Chapter 4 describes the method for impact evaluation.

Chapter 5 describes and assesses the environmental effects

Chapter 6 conclusion

2 The preferred rail link route and alternative

2.1 The preferred route - Eastern Alignment

The length of the single-track rail link from Vauxhall Station to the proposed Harbour but excluding the harbour sidings is approximately 4750metres.

- 2.1.1 The disused carriage sidings at Yarmouth Vauxhall Station will be adapted to provide holding sidings for trains to and from the outer harbour. The maximum train length to and from the outer harbour is restricted to 400m.
- 2.1.2 The proposed single-track rail link will cross the River Bure at the location of the existing bridge structure (Vauxhall Bridge). Then southwards, closely following the alignment of the previous rail track along Hall Quay - South Quay - South Gates Road and South Denes Road. At the end of South Denes Road the track changes direction eastwards through a sand dune towards the proposed harbour hard standing.
- 2.1.3 The single-track rail will be set in the existing road / pavement surface and delineation maintained using road markings and /or metal road studs located at appropriate intervals.
- 2.1.4 It is assumed that the proposed scheme will be used exclusively by goods wagons carrying commercial freight and that there would be two rail movements each way per day. In order to minimise disruption to the traffic, the exact timing of the train would be co-ordinated with the peak traffic

2.2 Alternative - Western Alignment

A western alignment of the rail track has previously been considered. However, this option has since been discounted on grounds of cost and suitability due to the requirement for extensive demolition of buildings along the proposed route and the need for a new bridge over the River Bure.

3 Existing characteristics of the route corridor

- 3.1 The route corridor runs north to south and is adjacent to the River Yare and is the primary impact area. The properties from Vauxhall Bridge to Hall Quay contain a mix of commercial and residential units dating from the late 1800's in varying state of repair. Some of the properties are vacant. Within the Haven Bridge areas a number of business are trading from buildings that assume character. Businesses trading from these premises include National Westminster Bank, Star Hotel Post Office, Quay Health Club and Customs House.

South Quay, south of Haven Bridge is an area that has recently been environmentally improved through the introduction of amenity planting and York Stone pavement pedestrian areas. Commercial companies mainly occupy the buildings opposite. The area has been improved to make it more attractive to both residents and visitors to Gt. Yarmouth Port to include those who arrive by sea.

From Southgates Road to the end of South Denes Road the main business are oil and gas related and support the offshore gas industry.

Presently Heavy Goods Vehicle's (HGV) use the route corridor particularly from the southern end where majority of the heavier industry is located and also by local traffic converging at the Haven Bridge Junction. The Haven Bridge is heavily used since it is the only bridge that crosses the River Yare connecting Gt. Yarmouth with the town of Gorleston and the A12 to Ipswich.

To the East of the route corridor and behind the fronting properties, residential units predominate.

4 Environmental- methodology

4.1 Introduction

- 4.1.1 This section comprises the environmental issues that are considered relevant to the scheme. In this scoping report appraisal of each environmental topic is divided into sections and at this stage assessed in broad terms. Detailed assessment will follow in the subsequent EIA process.

- Introduction and Methodology- The objectives of the assessment and the method of data collection and analysis are outlined.
- Baseline Data – Description of the baseline condition
- Assessment of Impacts or Effects The potential environmental impacts and their effects are identified. Both construction and operational effects are considered. Operational effects are considered both in the opening year and the design year where appropriate to give an indication of the long-term impacts of the scheme. It is important to note that the assessment of effects is for a scheme with mitigation measures in place.

- Mitigation measures – A description of the measures to avoid , reduce or remedy significant predicted environmental effects
- Conclusions –A summary of environmental effects

4.1.2 Evaluation and assessment of magnitude and significance of effects

The environmental effects of the proposed schemes are either local or widespread. They may be adverse or beneficial, direct, indirect, permanent or temporary. Effects may occur immediately upon commencement of construction or at some time in the future. For each of the environmental topics considered, a statement as to the magnitude and significance of the effects is given

The magnitude of the predicted effect is likely to be a combined measure of the total extent of the area effected and the volume or scale of these effects. Where possible the magnitude of the effect is quantified

The evaluation of the significance of the effect is a matter of judgement. Significance criteria assess the scale of the potential effect as the resource or receptor. The criteria are measured against:

- The magnitude of the effect;
- Number of people affected;
- The level of importance of the impact in terms of environmental and planning policy / legislation;
- Sensitivity, uniqueness and rarity of location;
- If the effect is permanent or reversible through mitigation.

5 Assessment of environmental effects

5.1 The following environmental topics have been identified:

- Air Quality
- Cultural Heritage, incorporating Archaeological Assessments
- Disruption due to Construction
- Ecology and Nature Conservation
- Landscape Effects
- Land Use and Agriculture
- Traffic Noise and Vibration
- Pedestrians, Cyclists, Equestrians and Community Effects (Severance)
- Water Quality and Drainage
- Geology and Soils
- Policies and Plans

5.2 Air

- 5.2.1 Presently the route corridor forms part of Gt. Yarmouth's primary road network connecting the commercial and tourist areas of Gt. Yarmouth to the A12 and A47 trunk roads. The existing levels of air pollution have not been monitored and have been assumed that these levels will remain constant.
- 5.2.2 Construction phase: Air quality may be affected by contractors plant but this would be time-limited to the length of the contract. To mitigate the effects of dust standard site management practice includes:
- regular water spraying and sweeping of roads and paved areas
 - using wheel washers, when required, for vehicles leaving the site
 - sheeting of vehicles carrying dusty materials
- 5.2.3 Operational: The additional emissions created by a goods train-engine may not be significant. Since it is restricted:
- to 5kph,
 - two railway movements each way per day,
 - to a maximum train length of 400metres and
 - scheduled to avoid local rush hour traffic.

The engine will produce the greatest amount of emissions at the beginning of the haul i.e. at either the station or harbour sidings. These areas consist predominately of commercial buildings / warehouses

- 5.2.4 The proposed scheme may have a long-term beneficial impact on local air quality by encouraging the use of train haulage and reducing the number of HGV's on the local roads and therefore air quality is not considered to be of significance. However because of public interest in this issue it is considered that a quantitative assessment should be included in the EIA

5.3 Cultural Heritage

- 5.3.1 The cultural heritage resources that contribute to the overall character of the historic environment can be grouped into three broad categories for assessment:
- Historic buildings
 - Historic landscapes
 - Archaeological sites

Historical Buildings include statutory listed buildings (Grade I, II* and II), locally listed buildings and other features identified by local authorities and interest groups being of historical interest. This definition also encompasses structures of historic merit such as railway bridges, boundary stones and statues etc.

Historic Landscapes comprise visible elements of the landscape fashioned by human occupation such as field patterns, walls and hedgerows, drainage systems, lime kilns, barns, historic woodlands, village greens etc. They also include sites of historical events such as battlefields.

Archaeological sites include a variety of features dating from the palaeolithic to modern times and include ruins stone circles standing stones, burial chambers crop and soil marks and finds scatters, etc. They may be designated statutory sites such as Scheduled Ancient Monuments (SAMs) and Local Authority Archaeological Priority Areas. They also include palaeo-environmental geological features contained in gravels, drift head material alluvium and peat deposits

The significance of effects is determined by integrating the importance of the historic resources with the severity of the impact to be judged there.

- Major Effects that breach national statutory designations and policy and affect sites of national importance. The effects are likely to be of particular importance to national statutory agencies, local authorities, national and local interest groups and the general public. For example the demolition or significant land-take within a SAM or Grade 1 listed building or the significant intrusion into the SAM or listed building.
- Moderate Effects that conflict with national designations and local authority policies. They also include effects that do not technically conflict with national or local policy but which are significant in having a major impact on features that are of particular importance at a county or local level with local authorities and special interest groups. An example may be the demolition of a Grade II listed building, extensive land-take in a poorly preserved archaeological site or significant visual intrusion to a Grade II* listed building
- Minor Effects that, although, not breaching national or local policies, may be raised by local authorities and be of concern to local interest groups and local public. These effects could be removed by incorporation of additional mitigation in the detailed design process. Examples may include the demolition or extensive intrusion or setting of unlisted historic buildings and loss of non critical components of an archaeological site of local or county importance.

5.3.2 Within the primary impact area (Fig 3) a number of buildings that have character have been identified. These buildings may be affected during the

construction phase and in the operational phase. Impacts may occur from excavation and vibration during the construction phase and from vibration during the operational phase. Further assessment is required.

- 5.3.3 Historic Landscapes and Archaeological Sites have not been identified within the primary route corridor however, they are known to exist in the secondary impact area. Further assessment is required.

5.4 Disruption due to construction

5.4.1 Disruption due to construction is a term that covers the effects on people and the environment during the period of construction, up to the end of the contract maintenance period. The potential temporary construction effects may cover a wide range of topics. Effects are likely to be concentrated around the construction site access roads and haul roads.

5.4.2 Detailed appraisal work will need to be undertaken in respect of:

- Cultural heritage
- Traffic noise and vibration
- Pedestrians, cyclists, equestrians and community effects
- Vehicle travellers
- Water quality and drainage (contamination from previous industry processes)
- Geology and soils
- Policies and plans

5.4.3 Ecology, nature conservation and air quality are not considered to be significant issues along the primary route corridor. The route will go through a small sand dune at the end of South Denes road but this is thought to be of little ecological importance, however confirmation is required. The maintenance of air quality during the construction phase can usually be controlled by management systems.

5.5 Ecology and nature conservation

5.5.1 Bridge, rail and road construction can result in the direct loss of wildlife habitats, severance of existing habitats, disturbance to wildlife and disruption to local hydrology. There are no international, national or county protected areas along the primary route corridor. However, within the secondary impact area are designated sites protected under both European and English environmental legislation. Fig 3

5.5.2 The designated Sites include:

Great Yarmouth North Denes (Norfolk)	SSSI & SPA
Breydon Water (Norfolk)	SSSI, SPA and RAMSAR site
Halvergate Marshes (southern)	SSSI
Halvergate Marshes (northern)	SSSI, SAC, SPA & RAMSAR
Decoy Marsh	SSSI, SPA, SAC & RAMSAR

<i>Special Site Scientific Interest</i>	SSSI
<i>Special Protection Area</i>	SPA
<i>Special Area of Conservation</i>	SAC

This area is also part of the DEFRA Nitrogen Sensitive Area (NSA) scheme

An Impact assessment is recommended for this secondary area as it is an important international ecological area.

5.6 Landscape effects

5.6.1 Landscape effects comprise any impacts of the proposed works on the surrounding landscape and an assessment of the visual impact on the local community. The landscape evaluation includes the classification of the landscape into broadly homogenous units of character.

5.6.2 For visual change, impacts may be:

- Substantial or adverse or beneficial impact, where the scheme would cause a significant deterioration or improvement in existing view;
- Moderate adverse or beneficial impact, where the scheme would cause noticeable deterioration or improvement in existing view,
- Slight adverse or beneficial impact, where the scheme would cause barely perceptible deterioration or improvement in existing view,
- No change, no discernible deterioration or improvement in existing view or on the enjoyment/use of the site.

5.6.3 Rail Track laid within the road surface would not cause a deterioration or improvement in view and therefore the long-term impact would not be significant. However, during construction loss of landscape character may occur.

5.7 Land use and agriculture

5.7.1 The effects on land use are as follows:

- Demolition of private property and associated land take
- Loss of land use by the community
- Effects on development land
- Effects on agricultural land

5.7.2 A number of properties, both residential and commercial, will be affected by the tracks alignment i.e. closeness to the building structure and a small number will need to be demolished. These issues will be locally significant;

It is not expected that the proposed rail alignment will cause a significant loss of land use by the community in the long term, however during construction temporary loss of use may occur;

The proposed route will cause an impact on development land however to determine if the impact is beneficial or not further assessment is required;

There should be no effects on agricultural land since the route corridor is set in an urban environment

5.8 Traffic noise and vibration

The scheme will include changes to the present highway layout around the route corridor and in the operational phase of the project there will be a change in present noise and vibration levels including effects of trains. It is beyond the scope of this report to comment further without detailed survey reports. Further assessment is required.

5.9 Pedestrians , cyclists equestrians and community effects

5.9.1 The following section assesses the environmental impacts on the community at large. The effects may be widespread or local, adverse or beneficial, direct, indirect, permanent or temporary. Effects may occur immediately upon commencement of construction or at some time in the future.

5.9.2 The magnitude of the predicted effect is likely to be a combined measure of the total extent of the area affected and the volume and scale of the effects. Evaluation of the significance of the effects is a matter of judgement. The criteria may include the following

- The length of footpath or size of the community facility affected;
- The length of diversion or degree of severance to a facility (including access to commercial premises);
- Number of people affected
- If the effect is permanent or reversible through mitigation

5.9.3 Severance will occur in the construction phase of the proposed rail link, however this would be in the short term. The construction phase will more than likely affect traffic flows and inconvenience the free movement of pedestrians albeit on a temporary basis. The longer-term effects of residential community severance should not be of significance provided train frequency is not increased. Access to business premises may be affected during the construction phase and also in the operational phase. Further assessment is required.

5.10 Water quality and drainage

5.10.1 The route corridor is adjacent to the River Yare and also to Breydon Water, an environmentally protected area. The scheme could potentially impact on the following aspects of water quality and drainage:

- Groundwater quality
- Interception of surface and sub-surface water flows
- Interruption of existing highway drainage systems

5.10.2 The evaluation of the significant effect is based on the following criteria:

- **High** Such impacts are large scale direct impacts, for example dramatic changes in water quality or concentration of surface flow resulting in flooding. The effects may be difficult to mitigate and would be of regional or national importance.
- **Moderate** Such impacts involve small scale direct impacts, for example increased risk of pollution or concentration of surface flow to cause a hazard to traffic. The effects may be difficult to mitigate and would be of local or regional importance.
- **Slight** Such impacts would be localised, of low magnitude and would be easy to mitigate. For example, there may be a potential for a small change to water quality during construction and /use
- **No Change** No discernible effect.

5.10.3 Due to the sensitivity of the adjacent water area, spillage or contamination will have an impact and therefore this needs to be assessed in more detail.

5.11 Geology and soils

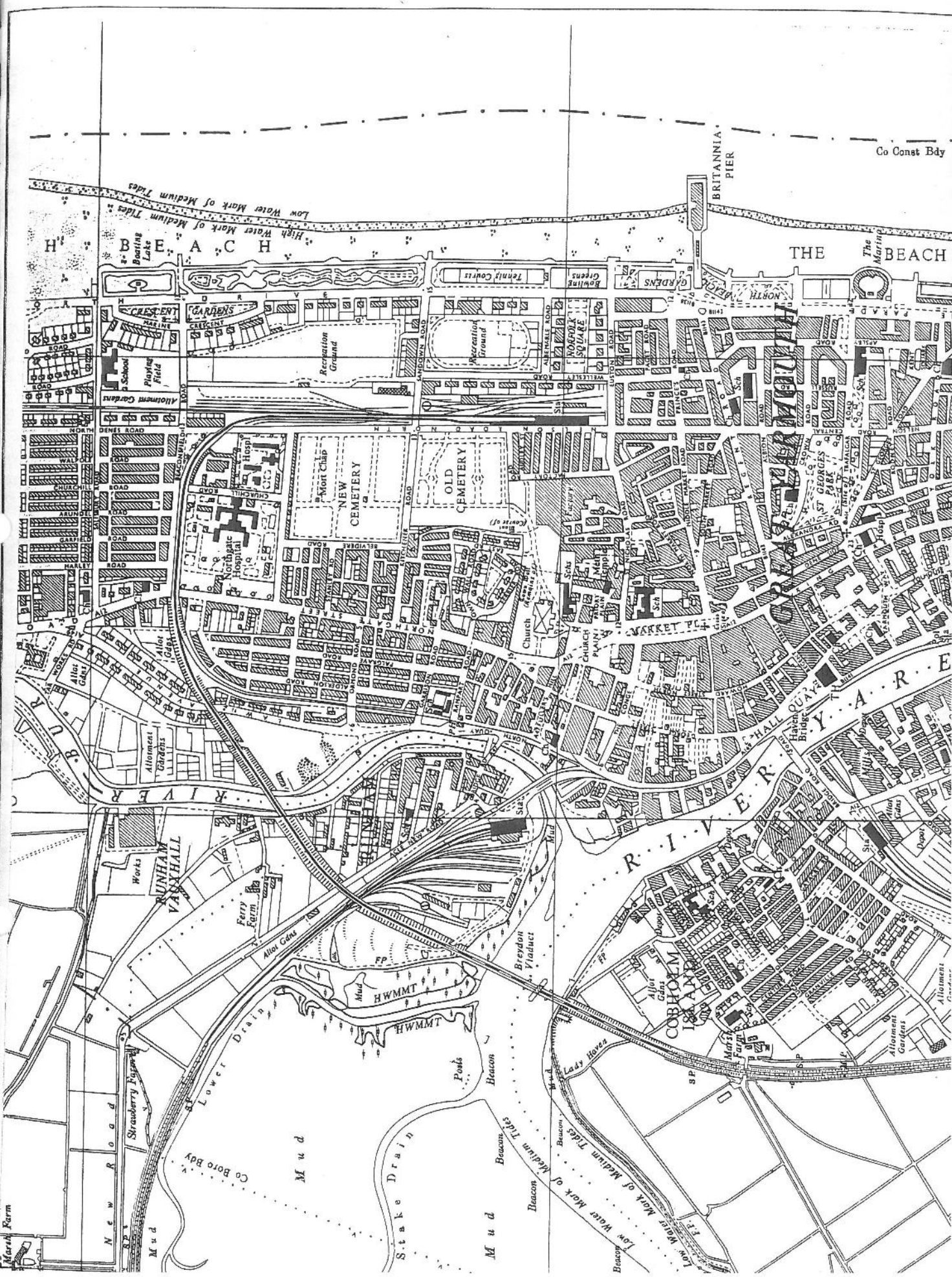
Since the construction works are limited to relatively shallow excavations it is unlikely that there will be significant effect on geology and soils. However, there may be contaminated land issues and these should be investigated further.

5.12 Plans and Policies

Information from relevant policies and statutory plans should be included in the EIA.

6 Conclusion

The study was performed using existing information and local knowledge. It is considered that all standard issues should be addressed in any EIA.



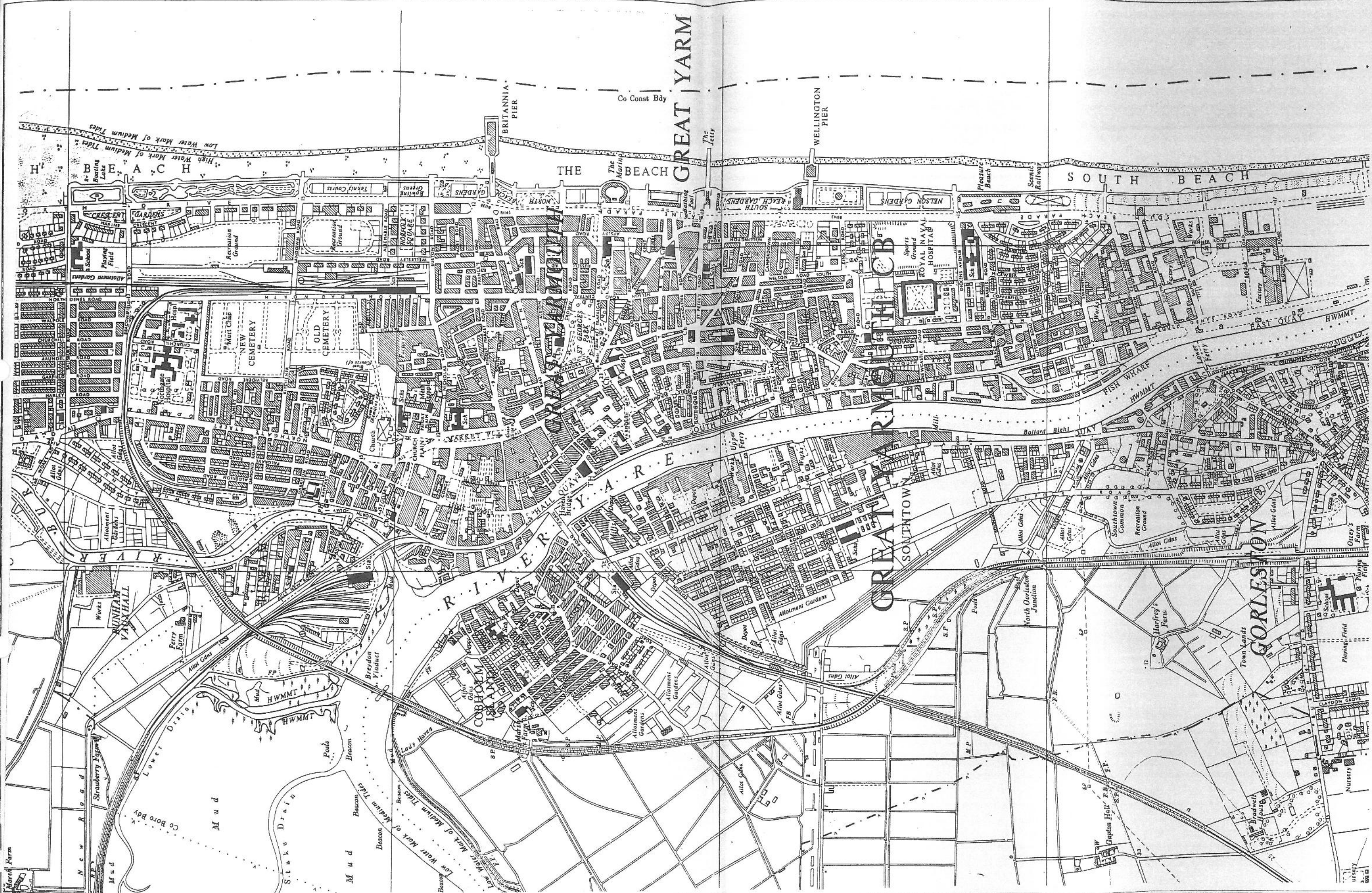
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 Tel 01603 767 530
 Fax 01603 767 463
 Web www.mottmac.com

PROJECT TITLE
 Great Yarmouth Outer
 Harbour rail link

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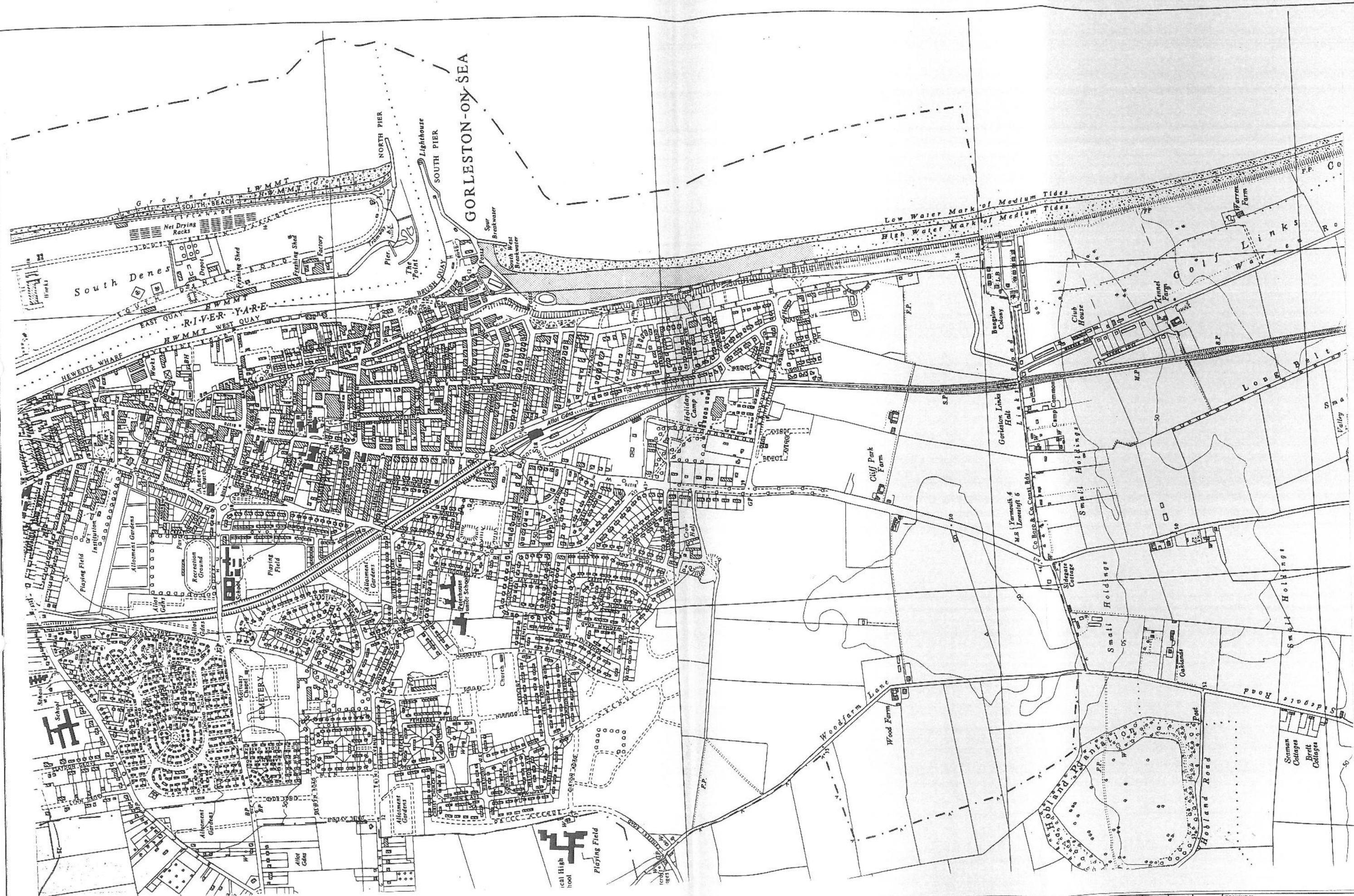
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PROJECT TITLE
 Great Yarmouth Outer
 Harbour rail link

DRAWING TITLE
 Great Yarmouth OS
 TG 50 NW (1956)

REVISION	DESCRIPTION	CHECKED	DATE

APPROVED BY	DESIGNED BY	DRAWN BY	CHECKED BY	Sign	INITIALS	DATE	DRAWING No.	FIG 1	PROJECT TITLE	SCALE	FILE No.	Status
									Great Yarmouth Outer Harbour			
									Q:\Projects\58164CA10\dwgs			
											58164 CA10	



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PROJECT TITLE
Great Yarmouth Outer Harbour rail link

DRAWING TITLE
Great Yarmouth OS TG 50 SW (1956)

REVISION	DESCRIPTION	CHECKED	DATE

APPROVED BY	INITIALS	DATE
DESIGNED BY	CS	Aug 01
DRAWN BY	DJA	Aug 01
CHECKED BY	DJA	Aug 01

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FIG 2	
PROJECT TITLE	Great Yarmouth Outer Harbour
CAD File	Q:\Projects\58164GA10\dwg
SCALE	1:1
FILE No.	58164 GA10
Status	P
Rev	

Key for Study Areas
 Primary impact area
 Secondary impact area



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REVISION	DESCRIPTION	CHECKED	DATE

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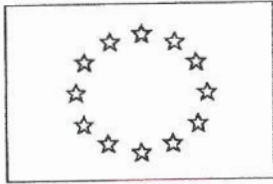
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PROJECT TITLE
 Great Yarmouth Outer Harbour rail link

DRAWING TITLE
 Location Plan for Great Yarmouth and Primary and Secondary impact areas

EPGY
21 (D)



REF. N°:.....

EUROPEAN COMMISSION

STRUCTURAL FUNDS MAJOR PROJECTS
REQUEST FOR CONFIRMATION OF THE RATE OF ASSISTANCE

Infrastructure Investment

COUNCIL REGULATION (EC) N° 1260/99 of 21/06/1999

NOVEMBER 2005

SEPTEMBER 2006 UPDATE

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STRUCTURAL FUNDS

MAJOR PROJECTS

REQUEST FOR CONFIRMATION OF THE RATE OF ASSISTANCE (ART. 26.3)

- ⊕ *The Structural Funds may participate to the co-financing of major projects (Art. 25), i.e. those:*
 - (a) *which comprise an economically indivisible series of works fulfilling a precise technical function and which have clearly identified aims, and*
 - (b) *whose total cost taken into account in determining the contribution of the Structural Funds exceeds EUR 50 million.*

- ⊕ *This request for confirmation of the rate of assistance relates to an infrastructure investment.*

- ⊕ *Each application should be accompanied by a **project information report** (see annex I) and a completed form on **environmental impact assessment** (see annex II).*

**STRUCTURAL FUNDS:
REQUEST FOR CONFIRMATION OF THE RATE OF ASSISTANCE
INFRASTRUCTURE INVESTMENT**

1. ADDRESSES & REFERENCES

1.1 Authority responsible for the Application

Name: Government Office East of England
Address: Eastbrook, Shaftesbury Road, Cambridge
Contact: David Morrall
Telephone: 01223 372500
Telex/Fax: 01223 372501
Internet E-mail: dmorrall.go-east@go-regions.gsi.gov.uk

1.2 Organisation responsible for project implementation

Name: East Port Great Yarmouth Limited
Address: 20-21 South Quay, Great Yarmouth
Contact: Helen Speechley
Telephone: 01493 335513
Telex/Fax: 01493 330000
Internet E-mail: hspeechley.ep@gypa.co.uk

East Port Great Yarmouth Ltd ("EastPort") is an associated company of Great Yarmouth Port Authority ("GYPA"). GYPA is a statutory public trust body. EastPort was established to promote and secure implementation of the outer harbour project. Its shareholders are GYPA, Norfolk County Council ("NCC") and Great Yarmouth Borough Council ("GYBC").

1.3 Authority or body empowered to issue the certificates referring to payments

Name: Government Office East of England
Address: Eastbrook, Shaftesbury Road, Cambridge
Contact: David Morrall
Telephone: 01223 372500
Telex/Fax: 01223 372501
Internet E-mail: dmorrall.go-east@go-regions.gsi.gov.uk

1.4 Organisation to which payments are to be made

Name: East Port Great Yarmouth Limited
Address: 20-21 South Quay, Great Yarmouth
Contact: Helen Speechley
Telephone: 01493 335514
Telex/Fax: 01493 330000
Internet E-mail: hspeechley.ep@gypa.co.uk

2. PROJECT TYPE AND LOCATION

2.1 Title of Project: – Great Yarmouth Outer Harbour Development – “EastPort”

Outline Description:

The project is to develop the basic infrastructure of an outer harbour at the port of Great Yarmouth, in order to enable the development of new terminals capable of handling larger modern vessels.

The EastPort project will unlock significant latent potential in the port. The existing port based in the River Yare has a history of successful commercial roll on, roll off (“ro/ro”) ferry operations to the Netherlands, but it can no longer accommodate modern vessels, which are typically around 200m in length.

Navigational limitations have also restricted other potential port business requiring deeper water including general cargo import/exports and the southern North Sea offshore gas industry, which has its principal UK base in the town.

In terms of future opportunities, the port is ideally placed to service the future UK-government sponsored offshore wind farm programme in the North Sea, for which deeper water access is likely to be necessary.

Local Authority involvement in the project arises from the considerable economic regeneration and employment potential. This is a priority area at local, regional and national level.

East Port Great Yarmouth Limited was established in February 2000 with the objective to promote the project and co-ordinate the delivery of the outer harbour through a public-private partnership.

The planned investment incorporates both the basic harbour infrastructure (“the project”) and the subsequent investment in commercial terminals, the total cost of which is £50.87m (€75.37m)*. The basic harbour infrastructure works which represent the eligible costs for ERDF are £34.13m (€50.57m), towards which a total of £17.99m (€26.65m) is proposed as grant aid. The grant aid is principally cash, but some is in the form of land and the total includes £4.575m (€6.78m) of proposed ERDF. Full details of the public funding package are given in Section 3 below.

The East of England Development Agency (“EEDA”) has been involved in the proposals since 2001, and in June 2004 they completed a comprehensive Economic Appraisal of the project. On the basis of its findings EEDA and the local authorities have already confirmed their contributions. UK Government approval to the full proposed grant package has also been obtained.

*All prices in this notification are in GB£ and have been converted to Euro at a rate of 1.48147

The Great Yarmouth Outer Harbour Act, 1986 originally authorised the construction of the outer harbour works.

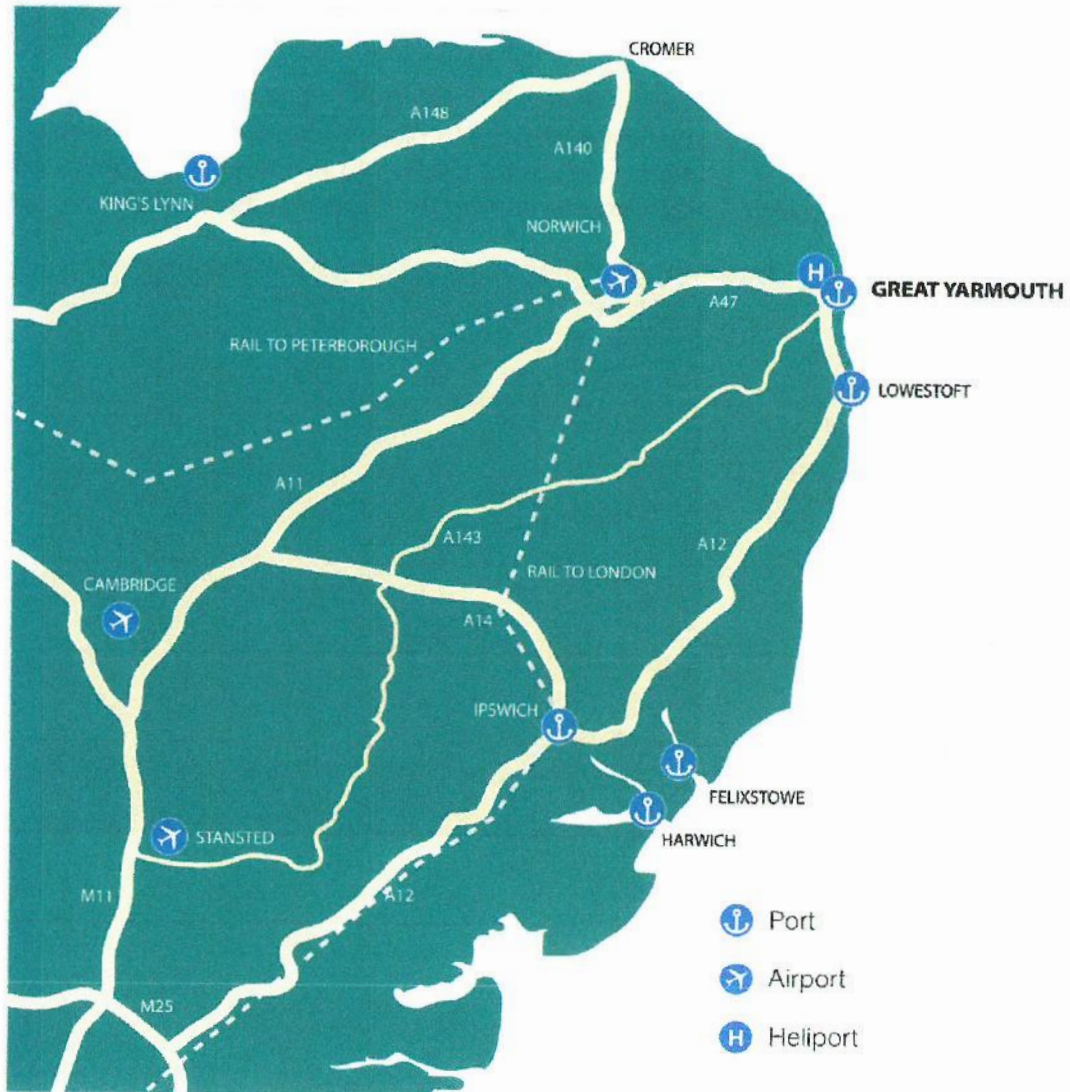
On 28th July 2005, the Secretary of State for Transport authorised the making of a Harbour Revision Order renewing planning permission for the development, together with another ("No.2") Order which repealed certain financial provisions in the 1986 Act **EPGY 16**. The Statutory Instrument 2005 No. 2601 came into force on 6th October 2005. **EPGY 21**.

The development of a ro/ro service to IJmuiden is strongly supported by the Provincial and Municipal Governments in Noord-Holland. A European Economic Interest Grouping has been formed to promote and develop the ro/ro link and associated trade development between the two port regions.



2.2 Location of project *(please enclose maps):*

Member State: UK
Region(s): Norfolk, East Anglia
District(s): Nelson Ward, South Denes, Great Yarmouth



2.3 Structural Fund:

- | | |
|-------|-------------------------------------|
| ERDF | <input checked="" type="checkbox"/> |
| ESF | <input type="checkbox"/> |
| EAGGF | <input type="checkbox"/> |
| FIFG | <input type="checkbox"/> |

2.4 Compatibility and coherency with Operational Programme/ Single programming document

Title of the related Operational Programme/ Single programming document:
East of England (Objective 2)

Commission decision (n° and date):
Decision C(2001)658 of 26/03/2001 as amended by Decision C(2003)5310 of 22/12/2003 and Decision C(2004)5398 of 29/12/2004

Title of the measure:
Measure 2.1 - Developing Key Locations

Explain briefly how the project contributes to the fulfilment of the measure / Operational Programme / Single programming document

This proposed investment accords with the criteria as set out in EC Regulation No 1783/1999 of the European Parliament, which states that *"Article 2 (b) investment in infrastructure: (ii) which, in regions and areas covered by Objectives 1 and 2 or the Community initiatives referred to in Article 20(1)(a) and (b) of Regulation (EC) No 1260/1999, concerns the diversification of economic sites and industrial areas suffering from decline, the renewal of depressed urban areas and the revitalisation of and improved access to rural areas and areas dependent on fisheries: instruments in infrastructure where modernisation or regeneration is a prerequisite for the creation or development of job-creating economic activities, including infrastructure links on which the development of such activities depends;"*

Great Yarmouth is on the coastal fringe of northern East Anglia. Economically the sub-region (comprising the two adjacent port towns of Lowestoft and Great Yarmouth) suffers from significant economic stresses, in contrast to the generally good economic performance of the Eastern Region as a whole.

In March 2005, Great Yarmouth Borough had the highest unemployment rate of the 354 Districts in England, with year on year unemployment currently rising against the national trend (see annexed GYBC Unemployment Briefing "EPGY 1").

The urban wards in the port and South Denes area of the town are among the most deprived in the country, with particularly high local unemployment rates.

In the "Overview of the Programme Area" (Part 1, Section 2.1) of the East of England Single Programme Document, the following observations are made on the need for intervention to counter the effect of the sub-region's peripheral location in the region:-

"Although the East of England is commonly considered to be an area of vigorous growth and prosperity, this is only true of parts of the region. Those areas granted Objective 2 status are generally less attractive to inward investment, comparatively difficult to access and in practical terms have not benefited from the success of regional growth points, despite local policies of

dispersal. It is noticeable that in nearly all cases they tend to be on the periphery of the region."

Part I, Section 2.4 goes on to say that:-

"The Waveney-Great Yarmouth sub-area is the most easterly in the UK, and as such has the benefit of being the closest for sea crossings to northern mainland Europe. The development of an Outer Harbour in Great Yarmouth is proposed.

However, in general, its peripheral location has contributed to a lack of long term investment.... Its isolation is demonstrated now just in distance but also in time taken to reach the main motorway network."

"The Waveney-Great Yarmouth area suffers from severe deprivation and has one of the weakest labour markets in the East of England, with unemployment rates exceptionally high and earnings extremely low, reflecting the industrial structure and low skills base of the area."

In Part II, Section 2.6 - Infrastructure, the following Key Issues were identified:-

"Peripherality and poor communication links: Much of the Programme Area suffers from peripherality affecting both business competitiveness and access to opportunities. Very poor strategic communications in all Programme Areas with the exception of Luton."

In Part II, Section 6 (the SWOT), it is stated that:-

"Many parts of the Programme Area have favourable geographic locations, being either close to mainland Europe via their ports.... Although this advantage is partially reduced by the poor quality of some of the communications infrastructure, it can nevertheless yield significant economic opportunities.

The Programme Area suffers from very poor strategic communication links in all areas. This affects the business competitiveness of many companies and also inhibits the ability of the area of attract inward investment.

Substantial numbers of people in the Programme Area are effectively excluded from participating in the main-stream economy by multiple deprivations.

The new Assisted Area designations, which will apply in many parts of the Programme Area, will also provide an opportunity to support economic restructuring and investment by existing businesses."

In conclusion the SPD states: -

"Analysis of the infrastructure weaknesses in the Programme Area indicates the need for.... support for business and infrastructure development that can

complement improvements in the wider transport network, including road transport, port capacity and activity and airport development."

Specific reference to the EastPort project can be found on pages 350-352 of the SPD, where the *"development of an outer harbour providing deep-water berths is identified as a "key issue for the future"*.

The Structural Funds Strategy Group ("SFSG") who act as the Programme Monitoring Committee met on 26th September 2003 to consider the final draft of the Mid-Term Evaluation ("MTE") of the East of England Objective 2 Programme. The SFSG agreed the following recommendation:-

"In the case of Priority 2, there is a need to review the exclusion of transport infrastructure projects from eligibility for Objective 2 funding. But, it will be important to ensure that the limited resources are devoted to genuinely strategic projects.

SFSG members agree that Priority 2 should be amended to allow specifically for transport infrastructure projects. Members also agree that it will be important to assess carefully the strategic importance of such projects and they do not exert a disproportionate drain on Programme funds. The SFSG request that the Objective 2 Operating Group pay due regard to these aspects when considering such projects."

Subsequently, The East of England Objective 2 Single Programme Document (SPD) was amended in December 2003 and approved by the SFSG on 9th January 2004. A final version of the amended SPD was approved in July 2004. The following text amendments were made:-

"Part III – Section 2 – The Policy Context, table amended to show Transport Infrastructure support from Objective 2.

Part IV – Section 1 – Priorities and Measures, new section (e) added to include transport infrastructure schemes. "Limited scope will exist to support schemes which are of strategic importance and significantly contribute to the regeneration of programme areas."

Part IV – Section 1 – Priorities and Measures, amended to include transport infrastructure."

The Great Yarmouth and Waveney Local Area Group and Framework ("LAF") approved the project in April 2002.

Priority 2, Developing Key Locations, Cluster and Sectors states that :-

"Activity under this priority is focused on the most important locations, clusters and sectors which offer the greatest economic benefit".

Key Location 2 is defined as *"Great Yarmouth Regeneration Zone (incl. Port and industrial area, town centre, seafront and river frontage."*

The LAF lists its own Key Sectors, which includes *"The Ports and port-related industry"*. Further detail of how the EastPort project links with the objectives of the Programme can be found in Section 4.2 below.

The Regional Economic Strategy produced by EEDA for the East of England, sets out a vision:-

"To make the East of England a world-class economy, renowned for its knowledge base, the creativity and enterprise of its people and the quality of life of all who live and work here."

The strategy is based around eight Goals. Of particular relevance to the Outer Harbour is Goal Six *"Making the most from the development of international gateways and national and regional transport corridors."*

Under Goal Six, the strategy highlights the importance of an efficient transport network to strong economic performance and states that seaports can play a vital role in the regeneration of local economies, as well as serving an international, national and regional economic function. It is recognised that the Outer Harbour would contribute to delivering the overall vision of the Regional Strategy, and support for the project is specifically recommended under the report's sub-regional framework.

In addition to the above policies, the EastPort project can be seen as being located within a hierarchy of UK national, regional and sub-regional strategies. These strategies and their strategic fit with the EastPort project are described in Section 2, of the Economic Appraisal, which was undertaken by AMION Consulting, on behalf of EEDA for grant appraisal
EPGY 3: -

- The Urban White Paper – Our Towns and Cities: The Future
- National Neighbourhood Renewal Strategy
- Sustainable Communities Plan
- National Planning Policy
- Transport 2010 – the National 10-year Transport Plan
- Modern Ports – A UK Policy
- EEDA Infrastructure and Environment Statement
- EEDA Tier 2 and Tier 3 Targets
- Regional Policy Guidance for East Anglia (RPG6)
- Regional Transport Strategy
- South East England, London, and the East of England Regional Ports Study (SEAPLAG)
- Regional Aid Policy
- The Norfolk Structure Plan 1999
- Great Yarmouth Borough-wide Local Plan Temporary Adopted Version February 2001
- Norfolk Local Transport Plan
- Great Yarmouth Economic Development and Tourism Strategies
- Great Yarmouth and Lowestoft Sub-Regional Development Framework Study (April 2003)

EEDA's Economic Appraisal concludes that:-

“Overall, the proposal for the Outer Harbour has a strong fit with national regeneration, regional and local strategic policy guidance.”

3. PROJECT DESCRIPTION

Please give an overall technical description of the project:

- *Fully describe the work involved specifying its main characteristics and component elements. Use quantified indicators where possible*
- *Expected results (quantified) of the investment*
- *Description of the infrastructure and the works to be carried out; other projects closely related to the project*
- *Stages of implementation and timetable; progress with the following aspects of the investment project:*
 - *technical;*
 - *administrative (authorisations, land purchase, invitations to tender, etc.);*
 - *financial (commitment decisions in respect of national public expenditure, loans requested or granted, etc.) (give references or attach copies of supporting documents)*
- *Details of how infrastructure is to be managed after the project is completed*
- *References and main conclusions of studies (feasibility and preparatory studies); give precise references if Structural Funds finance involved.*

Project Overview

The outer harbour concept arose from feasibility studies carried out by the former Great Yarmouth Port and Haven Commissioners (now Great Yarmouth Port Authority) in the 1980's. These studies established that, for environmental and hydraulic engineering reasons, the river port cannot be developed or adapted to accommodate ships larger than the current maximum of around 125m length and 5.5-6.0 m draught. The appropriate technical solution identified was the construction of an outer harbour. Alternative locations were studied, from which the preferred site was identified immediately to the north of the existing harbour's mouth.

Powers to construct an outer harbour were first secured in the Great Yarmouth Outer Harbour Act, 1986. In spite of the support of the presence of the successful and growing Norfolkline ro/ro operations to Scheveningen, however, the project failed to secure the necessary finance. This was because of the high initial cost of the necessary external breakwaters and of the lack of available public funding support at the time.

The current outer harbour proposals are similar in concept but on a rather smaller scale than the 1986 scheme and therefore less costly. Grant funding is still necessary to meet the cost of the basic harbour infrastructure including breakwaters.

The outer harbour also requires stable contracted new commercial revenues for it to succeed. Following advertisement Athens-based Superfast Ferries, part of the Attica Group, were selected as the preferred ferry operator for a proposed three-times daily service to The Netherlands (likely to be Amsterdam-IJmuiden), linked to the completion of the outer harbour. This proposed service is expected

to carry 150,000-200,000 freight units annually and provide an estimated throughput of several hundred thousand passengers annually.

The outer harbour will also contain two general purpose berths, capable of accommodating cargo vessels of 15,000 tonnes upwards. This compares with approximately 5,000 tonnes limit in the river port.

The general purpose berths are also intended to meet the specialised needs of the offshore energy industry, including both gas exploration/production and wind farm construction. Potential user contracts to support the investment in these berths are under negotiation.

IPH has endorsed the objective of developing ferry, general cargo, wind energy and further oil and gas sector activities. Their objective is to further broaden the trade base of the port by developing aggregate, agribulk and short sea / container traffic and through the decommissioning of energy sector redundant marine structures.

Grant Aid

The proposed public funding package comprises: -

EEDA	£8.75m	(€12.96m)
ERDF Objective 2	£4.575m	(€6.78m)
NCC	£3.14m	(€4.65m)
GYBC	£1.525m (land contribution)	(€2.26m)
Total	£17.99m	(€26.65m)

The UK Government policy for port funding is set out in the November 2000 policy document "Modern Ports". This policy supports the "user pays" principle. Modern Ports discourages public sector investment unless it can be shown that clear net benefits can be identified and that any distortion of competition between ports is at an acceptable level.

In 2001, EastPort's outline proposals for a grant package were put to the Under Secretary of State for Transport for initial policy guidance in the context of Modern Ports. Guidance was given in a letter dated 4 May 2001 **EPGY 2**, which sets out the required stages in making a full case for UK Government and EC approval for public funding support.

EEDA subsequently took the lead role in project appraisal for grant purposes, and in 2002 commissioned an Economic Appraisal from AMION Consulting. The appraisal went through a number of drafts and detailed consultation with affected Government departments and industry representatives. The appraisal quantified the gross and net employment economic regeneration issues, and it also investigated the UK market and competition issues in depth. The final report was issued in June 2004.

A supporting report on the commercial viability of the outer harbour was prepared by Partnerships UK in November 2003 ("the PUK report"). This appraised the Outline Business Case ("OBC") prepared by EastPort **EPGY 4**. The final PUK report can be found at Appendix A of the Economic Appraisal.

The AMION Economic Appraisal and the PUK report have together formed the basis for the UK Government decisions on the outer harbour and the grant aid package.

In January 2005 the Secretary of State for Transport confirmed that the business case made for EastPort has demonstrated the potential to deliver benefits sufficient to justify the public funding proposed.

On 24th March 2005 the Department for Trade and Industry ("DTI") gave conditional approval for the €12.96 m EEDA grant **EPGY 5**. The conditions include a requirement for any necessary State Aid clearance to be obtained (see Section 9.1 below).

The EEDA, NCC and GYBC contributions are therefore now all confirmed, and approved at UK level.

Scheme Design and Costing

The scheme design which was adopted for the OBC and the Economic Appraisal comprises: -

- One ro/ro terminal, with space for a second (rail) terminal to be added later
- Two general purpose quays
- Space for one additional quay to be added later
- Dredging to accommodate ships of 8+ metres draught
- 11 hectares of reclaimed back-up land
- Stopping/turning space for vessels of 200+ metres length

Based on 2003 prices, the estimated cost of the design proposals set out in the OBC (Scheme R3a) was £38.4m (€56.89 m). The specification on which this estimate was based represents the appropriate minimum necessary commercial investment in port infrastructure and facilities needed to support the revenues projected in the OBC. It is expected that additional revenue-earning investments above this figure will be made by the private sector after start-up.

In order to allow for inflation and price/specification adjustments during detailed design development, PUK and AMION adopted an adjusted capital cost figure of £43.5m (€64.44 m) for Scheme R3a. This figure is the basis on which the €26.65 m grant requirement was calculated.

Since 2003, the design has undergone further refinement and the current draft scheme, "R3b", supersedes R3a. The scheme is illustrated below, and an A3 plan is attached **EPGY 6**. The only significant change between Scheme R3a and R3b is a modification to the northerly breakwater section, designed to further improve the hydraulic performance of the breakwater structures. Aside from inflationary increases the modifications introduced for Scheme R3b have minimal impact on costs.

In Spring 2005, EastPort's consulting engineers prepared an updated costing of Scheme R3b on a 2005 Q1 price base. The estimated cost is now £45.737m (€67.759m).

An estimated forward price adjustment was then made to Q2 2007 to give outturn price estimates. Inflation factors of 5% p.a. for construction and 2.5% p.a. for fees were used, giving an estimated outturn cost of £50.872m (€75.366).

As described overleaf, during 2006, EastPort have selected International Port Holdings Ltd ("IPH") as the commercial partner to implement the project.

IPH have reviewed Scheme R3b and have endorsed the cost estimates. In implementing the scheme, IPH propose to split the project into (i) a harbour infrastructure contract – i.e. breakwaters etc., valued at around £34.13m, with the grants being paid against this and (ii) commercial port infrastructure (quays and terminals) contracts which would follow and be 100% privately funded. This breakdown is shown in the table below:

Construction Cost Breakdown (2005 price base)

Component	Price (£m)	Price (€m)
Harbour Infrastructure Works		
Breakwaters	27,860	41,274
Dredging and Reclamation	4,170	6,178
Engineering, surveys and fees	2,103	3,116
Sub-total	34,133	50,567
Other Costs (ineligible)	300	445
Total	34,433	51,012
Port Infrastructure Works		
Quays	9,550	14,148
Fees	720	1,067
Sub-Total	10,270	15,215
Contingency 10%	1,027	1,521
Total	11,297	16,736
Grand Total	45,730	67,748
Price Adjustment to Q2 2007	5,142	7,618
Total Q2 2007	50,872	75,366

EastPort's contribution to the JV is to secure the necessary development consents based on an approved scheme design together with all the property rights and public sector grants as set out above. EastPort will also facilitate the transfer into the JV of all the existing assets and land holdings of GYPA.

IPH, will provide the private equity funding required. It is envisaged that a Special Purpose Vehicle "Great Yarmouth Port Company" (GYPC), will be formed to implement the outer harbour development. In addition the commercial operations of the port will transfer to GYPC together with the management and workforce of GYPA. GYPA will continue to fulfil its core function as the statutory harbour authority and head landlord of the port estate.

Financial close is expected on the project late 2006. Construction of the basic harbour infrastructure is estimated to take 13-15 months with completion by Spring 2008. Commercial port infrastructure contracts will follow and will be 100% privately funded.

Future Potential Rail Link

The option of a future rail terminal has been provided for in the outline design following the positive results of an EC-funded feasibility study completed in August 2001 (see paragraph 12.3 below). This is a medium term development opportunity. The project as currently scoped does not include the rail terminal.

The feasibility study investigated the feasibility of creating a rail link from the existing rail terminal at Vauxhall Station to the proposed Outer Harbour site.

A rail link formerly existed between the station and the current port operational area along the River Yare. The link terminated approximately 2km from the site of the proposed Outer Harbour. It was taken out of use approximately 40 years ago.

Although modern design standards make it impossible to reinstate the rail link precisely on its original alignment, the study has shown that a similar route could be constructed, using a combination of on and off carriageway sections.

Preliminary engineering design work was carried out as part of the study. This revealed that there are a number of critical alignments, including the need for some property purchases. None of these locations at this stage were considered to give rise to insurmountable problems.

4. PROJECT OBJECTIVES

4.1 What are the objectives of the project?

- *Fully describe objectives and targets (specify bottlenecks or other problems to be resolved)*
- *Distinguish between principal and subsidiary objectives*
- *Quantify the main objectives*

Economic Regeneration and Employment

The primary objective of the project is to facilitate commercial investment in terminals and facilities and thereby secure a substantial economic benefit to the sub-region.

Specific sub-objectives are:

- To create additional employment and economic activity in the Great Yarmouth area;
- To reduce the dependency of the local economy on seasonal activities;
- To strengthen the local economic base;
- To promote urban regeneration in the town, especially in the South Denes area;
- To re-establish the Trans-European Network link to The Netherlands by facilitating the resumption of ro/ro ferry services;
- To provide future opportunities for additional and potentially rail-connected ro/ro services to other short sea destinations in mainland Europe, Scandinavia and the Baltic;
- To provide more efficient bulk cargo import/export facilities for the sub-region;
- To provide improved facilities for the established offshore gas industry;
- To provide new facilities to attract offshore wind farm construction activity to the sub-region.

4.2 Indicate how the project's objectives link with the priorities of the measure and the Operational Programme/Single programming document related

The port and the industrial area form part of "Key Location 2", which is identified as requiring significant infrastructure and environmental improvements to reverse severe structural decline in the economy. The Great Yarmouth and Waveney Objective 2 Local Area Framework ("LAF") states that:

"Key locations are the geographical areas which are already providing or have the potential by the end of the programme to provide:

- *A high quality base for substantial numbers of SMEs, creating and safeguarding significant levels of employment.*
- *Through environmental, infrastructure and cultural enhancement, to increase the attractiveness of the sub-region for residents, visitors and businesses.*

- *A thriving and sustainable town centre, seafront and river frontage”.*

The LAF lists 4 Key Locations in Great Yarmouth and Waveney. Key Location 2 is described as the “Great Yarmouth Regeneration Zone” (inc. Port and Industrial Area) and has the following profile:

“The core traditional industrial area of the town based around the Rivers Yare and Bure and the Port of Great Yarmouth, including the port operational area (current and planned) and a number of designated industrial areas with significant infrastructure and environmental problems. Port and port related activity is a major source of employment in the Borough and has growth potential.”

The East of England Objective 2 Programme Complement states that: -

“[Priority2] will only support projects which relate to a designated key location or cluster/sector and are part of an integrated strategy for the location or cluster/sector. Capital and revenue support will be provided for (i) infrastructure needed to realise the potential of a designated key location or cluster/sector and (ii) services tailored to the needs of a designated key location or cluster/sector”.

The revised Programme Complement also states:

“Transport Infrastructure projects. Limited scope will exist to support schemes, which are of strategic importance and significantly contribute to the regeneration of programme areas.”

The Objective 2 programme and the EastPort project, as well as contributing to each other’s aims and objectives, are also complemented by the current initiative to form proposals for an Urban Regeneration Company (“URC”) for Great Yarmouth and Lowestoft.

Proposals for a URC for Lowestoft and Great Yarmouth have been promoted by EEDA, the four local authorities concerned and with other partners.

The submission document to the Office of the Deputy Prime Minister (“ODPM”) for the URC, states that:

“At a practical level, it is clear that the thrust of the URC is employment. As such, it has a key role in delivering the objectives of the county and local economic partnerships, all of whom have been strongly supportive of the URC. We expect the URC to work very closely with the partnerships to deliver initiatives like the Offshore Renewables Centre and the infrastructure associated with EastPort.”

4.3 Foreseeable impact on development and conversion of the region

- *Indicate the extent to which the region is at present endowed with the type of infrastructure covered by this application; compare it with what would be required to meet the region's specific need. Indicate the level of infrastructure endowment aimed for by target year 20.*

There are currently no ro/ro or deep-water facilities in Northern East Anglia. The nearest deep-water and ro/ro ports, which serve The Netherlands and other markets, are in the Humber Estuary (approximately 100 nautical miles to the North) and the Harwich Haven (approximately 50 nautical miles to the South). This is illustrated on the annexed map **EPGY 17**.

Great Yarmouth is believed to be the only UK east coast port between the Humber and the Haven which is capable of being developed to provide deeper water berths for larger ships.

The port links the established A47 TEN route with the TEN routes in The Netherlands.

The market prospects for the proposed ferry service have been analysed in detail and depth by transport consultants, MDS Transmodal. This analysis is based on their recognised GB Freight Model, which is derived from the STEMM freight model, in turn developed originally for the EC.

MDS advise that the crossing distance from Great Yarmouth is the shortest available between the UK and The Netherlands, and the port has the additional advantage of direct access to the open sea. Based on a typical modern "ro-pax" (passenger and freight) vessel with a service speed around 22-23 knots, MDS advise that a ferry operator will obtain the benefits of providing crossing times of less than 5 hours, compared with the 6.5 hours available on the fastest existing UK-Netherlands route.

MDS advise that this is expected to prove attractive to hauliers and freight forwarders transporting goods between the Netherlands/Northern Germany and the U.K. Midlands. The ferry link will also be attractive to the passenger market, especially since it connects directly to established major tourist destinations in both the UK and The Netherlands (Amsterdam). Above all, MDS advise that a five-hour crossing will allow each ship to make three daily timetabled trips, with three hours in port. This represents 50% better utilisation of the vessels than can be achieved on the existing Netherlands routes, and will lead to substantial operating cost savings and therefore attractive pricing for the user.

Using these parameters, the MDS freight model predicts that a three-times daily ro-pax service in each direction, using ships of around 2000 lane-metres, will build to full capacity by year four of operation, carrying 150,000 – 200,000 vehicles a year.

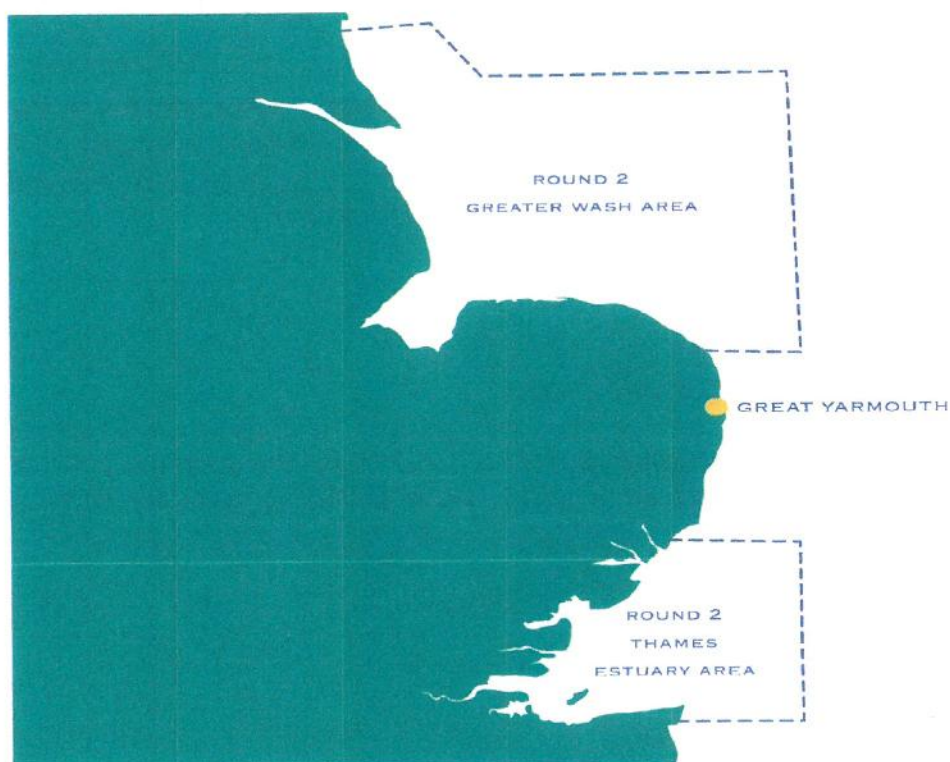
The details of the MDS market analysis and the findings of associated independent market research are summarised in Part II, Section 6, of the OBC.

The infrastructure is also important for the offshore energy sector. Great Yarmouth is the principal UK base for the offshore gas sector in the Southern North Sea. While the existing port can handle most offshore support vessels, larger specialist vessels are currently forced to use ports further afield. The outer harbour will overcome this difficulty, providing greater efficiency for the industry and encouraging further investment. The ferry link will also benefit this sector by providing additional logistic support between the UK and Netherlands gas fields.

Great Yarmouth is very well placed to service the forthcoming major programme of offshore wind farm installation in the UK sector of the Southern North Sea. The port lies between the approved major UK North Sea "Round 2" areas known as Greater Wash and Thames Estuary (see map below). Great Yarmouth has recently supported a major offshore installation at Scroby Sands. To meet industry needs in the future, the added flexibility of the deep-water facilities in the outer harbour is required. The information brochure "Great Yarmouth – Excellence in Energy" is annexed as **EPGY 7**.

The deep-water general purpose berths will also meet the needs of bulk general cargo imports and exports. Currently no UK East Coast port between the Humber and the Harwich Haven can accommodate ships larger than 4,000-5,000 tonnes capacity, and the project will thus fulfil a regional need for larger ships of 15,000 tonnes and upwards. Such facilities available locally will reduce the need for bulk cargoes such as grain, animal feed, fertiliser and aggregates to be road-hauled to and from deep-water ports outside the region.

Further information on the requirements for the offshore energy sector and for bulk cargoes is provided in Part II, Section 7 of the OBC.



Map of Round 2 Wind Farm Sites for the Eastern Region

- **Main beneficiaries of the infrastructure :**

Labour market – unemployed and under-employed people are expected to benefit from the additional employment opportunities, covering a range of sectors.

Existing and new firms – by meeting the business needs identified above, the outer harbour is expected to make a major contribution both to retaining existing business in the area and to encouraging new investment;

Tourism – the outer harbour is expected to attract substantial numbers of new visitors to Great Yarmouth and the region, and provide enhanced opportunities to capture visitor expenditure;

Economic Development in Noord Holland – it is expected that the benefits on the UK side will have a counterpart in the Noord Holland province, by establishing a major new TEN link to the UK Midlands.

The project enjoys extremely strong public and business support in the region. A dossier of public sector, industry and business letters in support of the project is annexed as **EPGY 8a and 8b**.

- **Permanent effects of the infrastructure on the region's economic performance (GDP, etc.) and its contribution to exploiting the region's development potential :**

The findings of the Economic Appraisal in terms of employment generation at both local and regional level are set out in Section 8.1 below. An estimated 965-1285 jobs are either created or safeguarded at the local level. At the regional level the total is 1065-1405.

Section 6.6.3 of the Economic Appraisal assesses the wider impacts of the development and compares these with the three alternative strategies for the sub-region ("Do Nothing"; the "Tourism Option"; and "Commercial Accommodation".) This evaluation is based on a scoring system in terms of:-

- Regeneration catalyst
- Image enhancement
- Inward investment
- Strengthening the economic base.

The Economic Appraisal concludes (para. 6.6.3) that *"the outer harbour option is expected to result in significantly positive wider benefit to the Great Yarmouth area, particularly in terms of its effects on wider regeneration of the town."*

The results of the analysis are set out in Table 6.16 reproduced below.

	Do nothing	Tourism option	Commercial accommodation	Outer Harbour
<i>Regeneration catalyst</i>	0	480	200	560
<i>Image enhancement</i>	0	350	175	455
<i>Inward investment</i>	0	420	140	525
<i>Economic base</i>	0	440	240	600
<i>Weighted score</i>	0	1,690	755	2,140

- **Is the project part of a transfrontier measure involving two or more Member States?**

Yes No*

- **Does the project form part of a transeuropean networks agreed at Community level?**

Yes No

5. TIMETABLE

Give below the anticipated timetable of project for which assistance is sought:

	Start date	Completion date
Feasibility study:/...../.....	completed
Cost/benefit analysis:/...../.....	completed
Financial analysis:/...../.....	completed
Environmental impact assessment:/...../.....	completed
Design studies:	work in progress	27/10/06
Tender documentation:	work in progress	27/10/06
Land acquisition:	work in progress	30/11/06
Construction	01/12/06	05/03/08
Operational phase	01/04/08 onwards	

(please attach a summary schedule of work) **EPGY 22**

If project has already started, indicate current state of works:

The design and specification for the harbour infrastructure works are currently being finalised. In July 2006, a notice was placed in OJEU inviting expressions of interest from construction contractors.

Site investigations and other hydraulic studies are currently being undertaken.

The necessary preparatory work on land assembly has been undertaken (including agreed Heads of Terms for the transfers). It is intended that the completion of the necessary land acquisitions, comprising a lease from Crown Estate lease for the seabed and the transfer of frontage land and the beach from GYBC, will take place in 2006, prior to the start of construction.

6. COSTS OF PROJECT

6.1 Cost breakdown

Eligibility date for expenditure*: 01 January 2004

£ STERLING
€ EURO
(millions)

	TOTAL PROJECT COSTS		EXPENDITURE MADE BEFORE ELIGIBILITY DATE		ELIGIBLE COSTS**	
	£	€	£	€	£	€
Planning/design fees	2.10	3.11			2.10	3.11
Land purchase	0		0		0	0
Building and construction	32.03	47.45	0		32.03	47.45
Plant and machinery	0		0		0	0
Contingencies	0	0	0		0	0
Price adjustment	0	0	0		0	0
Technical assistance	0	0	0		0	0
Publicity	Included in technical assistance					
Supervision during implementation	Included in planning/design fees					
Sub-TOTAL	34.13	50.57			34.13	50.57
Tax (VAT)***	0		0		0	0
TOTAL	34.13	50.57			34.13	50.57

* Eligibility date for expenditure is the date of receipt of the related Operational Programme/ Single programming document application by the Commission.

** Eligible cost of the expenditure made at or after the eligibility date.

*** Where VAT is included in cost, give reasons:

6.2 Financial plan

€ Euro - millions

YEAR	TOTAL COST	PUBLIC EXPENDITURE [FIGURES MAY NOT SUM DUE TO ROUNDING]																		
		Total Public expenditure	Structural Fund participation ERDF (*)	National public participation						private	Other financial instruments (to be specified)	EIB loans								
				Total	Central	Regional	Local	Other (to be specified)	9				10	11						
	1=2+9	2=3+4	3	4=5+6+7+8	5	6	7	8	9	10	11									
2006	2.33	1.13	0.32	0.81		0.61	0.21		1.20**											**
2007	38.40	18.51	5.14	13.36		9.84	3.53		19.90**											**
2008	9.84	4.74	1.32	3.42		2.52	0.90		5.10**											**
TOTAL	50.57	24.39	6.78	17.59	-	12.96	4.64 ¹	-	26.20 ²	-										

(*) Specify which one: ERDF or EFS or EAGGF or FIFG

(**) Funding marked private may include EIB loans. See Para 12.2 below.

¹Excludes in-kind land contribution by GYBC valued at €2.26m

²Private contribution comprises equity plus loans

6.3 Cost of measures taken for correcting negative environmental impacts

If included in total cost, estimate proportion of cost of measures taken to reduce and/or to compensate for negative environmental impacts

1 %

Explain briefly:

The project construction cost estimates include the costs of complying with all planning, environmental health and other regulations.

As noted in Section 3 above, following hydraulic modelling and impact assessment, a small modification was made to the northerly breakwater design, at a cost of approximately £0.4m (€0.6m). This modification is intended to trap the net southerly nearshore sediment drift. The trapped material will be dredged and discharged to the beach to the south of the port, thereby rendering the port "transparent", and reinstating the pre-existing conditions.

A biennial sum of £140K (€207K) is included in the project Business Plan expenditure projection to implement this routine sand by-passing (See Q.9.3.1(b), 9.3.4)

As described in detail in Section 9 the harbour design has no other predicted environmental impacts requiring mitigation or compensation.

7. COST-BENEFIT ANALYSIS

7.1 FINANCIAL ANALYSIS

All application must be accompanied by a financial analysis indicating:

- description of methodology;
- economic life of project;
- capital costs;
- operating and maintenance costs over its lifetime;
- revenues generated over its lifetime;
- discounted cash flow (DCF) analysis.

7.1.1 In the case of projects generated revenues, briefly describe the main conclusions of the discounted cash flow (DCF) analysis and indicate the estimated financial rate of return resulting from it (with and without Structural Fund assistance):

See "East Port Great Yarmouth Cost-Benefit Analysis" report attached **EPGY 18**, prepared by PricewaterhouseCoopers "PwC", November 2005.

Cost recovery basis

7.1.2 Is the project expected to generate revenues through tariffs or charges borne by users?†

Yes

No

7.1.2.1 If yes, please give details of charges (types and level of charges, principle on the bases of which the charges have been established)

The 2005 financial data, as used in the PwC Cost Benefit Analysis, are set out in the 2005 Financial Model Assumptions Report **EPGY 19**. Note that these figures have been updated since the 2003 OBC was prepared.

Charges are based on current statutory GYPA port charges where applicable and on current UK North Sea port market rates.

- do the charges cover the operational costs and depreciation of the project?

Yes

- do the charges differ between the various users of the infrastructure?

† The New Programming period 2000-2006: technical papers by theme - Technical Paper 1: Application of the Polluter Pays Principle - Differentiating the rates of Community assistance for Structural Funds, Cohesion Fund and ISPA infrastructure operations, 6.12.1999

GYPA's statutory charges vary between different types of activity/service but do not differ between individual users of the same category.

- are the charges proportional
 - a) to the use of the project/real consumption

Yes

- b) to the pollution generated by users

No material local pollution issues arise.

As set out in Section 9.3 below, there will be both positive and negative effects on air pollution resulting from the land and marine transport links to development. The net (global) effect is expected to be largely neutral.

7.1.2.2 If no, explain what provisions has been made to cover operating and maintenance cost and to ensure the viability of the project.

N/A

7.2 SOCIO-ECONOMIC ANALYSIS

All application must be accompanied by a socio-economic analysis indicating:

- description of methodology;
- alternative options considered;
- direct and indirect costs and benefits in construction stage;
- direct and indirect costs and benefits in operational stage;
- key assumptions made in valuing costs and benefits;
- assessment of costs and benefits which cannot be fully quantified or valued;
- overall assessment of the socio-economic costs and benefits of the project;
- indirect benefits for the regional economy stemming from the infrastructure;
- diseconomies created by the infrastructure;
- main beneficiaries of project and anticipated rate of utilisation;
- results of analysis expressed in terms of ERR, NPV or benefit-cost ratios.

7.2.1 Briefly describe the main conclusions of the cost-benefit analysis (or other economic analysis) undertaken:

As noted above two documents have been produced which identify the cost benefit and economic analysis of the EastPort project. These are the Cost Benefit Analysis undertaken by PwC, **EPGY 18**, and the Economic Appraisal prepared by EEDA, **EPGY 3**.

PwC Cost Benefit Analysis:

The Cost Benefit Analysis report accords with the EC's "Guide to Cost Benefit Analysis of Investment Projects".

The findings are based on the updated (2005) financial business model. The report identifies a Financial Internal Rate of the Investment (FRR/C) of 5.1% and a Financial Internal Rate of Capital (FRR/K) of 2.7%. On the basis of this the report concludes that *"there are unlikely to be any 'super normal' returns generated as a result of ERDF support."*

The Cost Benefit Analysis also measures economic impact under three categories – "Primary" (measurable), "Secondary" (measurable) and "Qualitative".

The estimated Economic Rate of Return ("ERR"), taking into account only "Primary" impacts, is between 13.3% and 19.2%. When "Secondary" impacts are added, the estimated ERR ranges from 17.9% to 23.1%. As regards "Qualitative impacts, PwC indicates that *"these are likely to be positive [...] and may in net terms increase the economic returns identified"*.

The Economic Appraisal:

This provided a detailed independent socio-economic analysis of the project.

The Conclusions of the Economic Appraisal (Chapter 10) were:-

"The Great Yarmouth Outer Harbour project is expected to generate significant quantifiable and wider benefits. It will contribute to the economic development and regeneration of the Great Yarmouth and Lowestoft area and the wider East of England region.

The rationale for the project is based primarily upon equity (distributional issues), but it will also address market failure issues. Great Yarmouth suffers from high levels of deprivation and unemployment. The project forms part of a co-ordinated local regeneration strategy.

The quantifiable costs, benefits and cost effectiveness ratios of the Outer Harbour project are summarised in Table 10.1. [N.B. Prices in GB£].

Table 10.1 Costs, outputs and cost effectiveness ratios (2004)		
	Criteria	Outer Harbour
Costs		
A	Discounted total gross public sector costs (£000)	12,400 - 15,440
B	Discounted total net public sector costs (£000) - after capital/residual value	7,100 - 10,140
Outputs		
C	Total net additional local jobs [‡] (Great Yarmouth and Lowestoft level)	568 - 834
D	Total net additional local jobs [§] (East of England level)	405 - 587
E	Wider benefit score	
Cost effectiveness measures		
F=A /C	Discounted gross public sector cost per total net additional local job (Great Yarmouth and Lowestoft level)	£14,868 - £27,183
G= A/D	Discounted gross public sector cost per total net additional local job (East of England level)	£21,124- 38,123
H= B/C	Discounted net public sector cost per total net additional local job (Great Yarmouth and Lowestoft level)	£8,513 - £17,852
I - B/D	Discounted net public sector cost per total net additional local job (East of England level)	£12,095 - £25,037

The cost effectiveness analyses indicate that the total gross discounted public sector cost per total net additional local job for the Outer Harbour project at the Great Yarmouth and Lowestoft area level is estimated to range from £14,900 - £27,000. This is lower than the alternative intervention options. It is also comparable with or slightly below typical cost per job figures for capital regeneration projects. At the regional level cost per job figures are higher.

[‡] After accounting for the impact of the base case or do-nothing option.

[§] After accounting for the impact of the base case or do-nothing option.

The Outer Harbour project option will also result in a number of wider, less tangible benefits such as acting as a catalyst for regeneration, the attraction of inward investment and the strengthening of the economic base. The Outer Harbour could play an important role in the developing wind farm activity in the southern North Sea. [...] On the basis of our updated and extended appraisal we conclude that the Outer Harbour project would appear to offer value for money."

7.2.2 If cost-benefit analysis has not been used, give reasons and describe alternative method:

N/A

7.2.3 Please show results of economic analysis in terms of the following indicators:

Economic rate of return	ERR	Range 13.3% - 23.1%
Net present value Indicate the discount rate used 6%.	NPV	Range £43.6m - £130.5m
Benefit/cost ratio	B/C	Range 1.4 - 1.9

7.2.4 Please give details of main cost and benefits identified in analysis together with values assigned to them:

<i>Benefit</i>	<i>Unit Value</i>	<i>Total Value(PV)</i>	<i>% of total benefits</i>
----------------	-------------------	------------------------	----------------------------

See below

<i>Cost</i>	<i>Unit Value</i>	<i>Total Value(PV)</i>	<i>% of total cost</i>
-------------	-------------------	------------------------	------------------------

Comments:

Identify main non-quantifiable / non valuable benefits and costs:

Identified "Primary" impacts: -

- £5.3 million benefit in terms of 'consumer surplus' for ro/ro users (both originating in the UK and mainland Europe);
- £4.9 million cost in relation to the 'transport effects' of changing trip patterns across the UK and the continent; and,
- £4.05 million to £7.35 million benefits to the regional economy of the East of England (based on data provided in the Economic Appraisal).

Identified “Secondary” Impacts: -

- £0.5m estimated benefit in terms of “consumer surplus” and “transport effects” for ferry passengers;
- £0.49m estimated consumer surplus associated with increased general cargo throughput; and
- £1.5m estimated benefit in terms of “consumer surplus” for offshore gas vessel operations.

Identified “Qualitative” Impacts:-

- Environmental effects: The level of CO2 emissions relating to the project - excluding ro/ro trips - are likely to be less than without the project given:
 - Reduced lorry miles from cargo haulage in the East of England;
 - Reduced car miles from passenger trips in the East of England;
 - Reduced ship miles from offshore vessel trips in the North Sea.
- Offshore wind farm development: The economic impact is likely to be positive for the Port and, given the same rationale as that identified under the offshore ‘secondary’ effects, is likely to be neutral or marginally positive on a net basis (i.e. compared to alternative existing Ports);
- Inward investment: The economic benefit of the Port redevelopment is likely – as identified in the EA – to be positive for Great Yarmouth but on a net basis is likely to be neutral given alternative potential locations in the UK for such investment.

7.2.5 Please give the indication of the foreseen utilisation rate:

The ro/ro terminal is forecast to operate (after traffic build-up) at around 60% of theoretical capacity in order to support the Netherlands service. This leaves sufficient capacity for a second service, potentially to a Scandinavian/Baltic Sea destination. There is scope to add a second (potentially rail connected) ro/ro terminal but this is not included in the current project.

Utilisation of the general-purpose berths is forecast to vary but average 50%-70%.

7.3 RISK AND SENSITIVITY ANALYSIS

All applications must be accompanied by a risk/sensitivity analysis indicating:

- sensibility analysis;
- assessment of risk and uncertainties (estimated effect on results of changes in main parameters).

7.3.1 Please describe the determination of the critical variable with the help of the sensitivity analysis:

A financial sensitivity analysis is included in the OBC, **EPGY 4**, Section 13, pages 46-54. A risk analysis is contained in Section 17 of the OBC, pages 67-72.

The critical variable is considered to be the port revenues, especially from the ro/ro operations which provide most of the projected outer harbour revenues. Capital cost is also a key variable, but the use of a fixed price contract will minimise this risk prior to financial close.

Sensitivity analysis of the economic benefits is included in the PwC Cost Benefit Analysis **EPGY 18**.

7.3.2 Please indicate the theoretical pessimistic and optimistic scenario:

Pessimistic: No contract can be secured with PortCo and the project does not proceed. Project preparation costs are written off.

Optimistic: The project yields higher than projected financial returns and some grant claw back is secured.

8. EMPLOYMENT IMPACT OF PROJECT

8.1 Number of jobs created:(expressed in terms of full-time equivalents)

The following table is reproduced from the Economic Appraisal. Supporting text can be found in Sections 6.3.5 to 6.4.7, pp 64-71. Note that the first five lines refer to jobs safeguarded; the remainder refer to new jobs created (all expressed as full time equivalents).

Table 6.4: Gross local employment – Outer Harbour option		
	Great Yarmouth & Lowestoft level	East of England Level
<i>Safeguarding existing port jobs</i>	100	100
<i>Safeguarding jobs directly linked to operations at the Port</i>	300	300
<i>Safeguarding ro-ro linked jobs</i>	230	230
<i>Safeguarding road haulage for general cargo</i>	50 – 80	50 - 80
<i>Safeguarding jobs in supporting services for freight operations</i>	10 – 15	10 – 15
<i>Tourism</i>	0	0
<i>Commercial accommodation</i>	0	0
<i>Ferry crew</i>	0 - 80	0 - 80
<i>Port jobs linked to ro-ro operations</i>	60-100	60-100
<i>Port jobs linked to increase in general cargo operations</i>	25-50	25-50
<i>Jobs at importer/exporters and offshore businesses linked to increased general cargo</i>	30-50	30-50
<i>Road haulage to/from Great Yarmouth for ro-ro trade</i>	40-120	50-150
<i>Road haulage linked to increase in general cargo and off-shore operators</i>	70-90	70-90
<i>Jobs in supporting services for freight operating due to increase in general cargo and off-shore</i>	20-40	20-40
<i>Passenger related</i>	30	120
Total	965 - 1,285	1,065 - 1,405

9. COMPATIBILITY WITH OTHER COMMUNITY POLICIES AND ACTIONS

9.1 Competition

Does this project involve State Aids?*

Yes

No

If yes, please give the references of the amount of aid, the state aid number and the reference of the approval letter:

State Aid No: N 503/2005

On 21st December 2005, the European Commission approved UK public financing for the development of EastPort. The following public statement was made:-

"The European Commission has decided today to authorise a financing package that allows a number of public authorities in the East of England to partially finance the construction of maritime access infrastructure (breakwaters) to allow for the future development of the Outer Harbour at Great Yarmouth. The Commission considers that the activity of ensuring adequate and safe access to and from the port does not constitute an economic activity liable to distort competition between Member States but is rather a public task in the general interest benefiting the Union as a whole.

It is the intention of the U.K. authorities that the development of the outer harbour be implemented through a public-private partnership ("PPP"), with part of the financing coming from the public sector. The public funding from state resources is approximately £13.425 million (€19.5 million) coming from the East of England Development Authority, Norfolk County Council and Great Yarmouth Borough Council. Additionally the sum of £4.575 million (€6.78m) of European Regional Development Fund (ERDF) has been applied for financing under Objective 2. This is the subject of a separate Major Project Notification to the European Commission.

After examining the financing measures in light of the EU rules on State aid, the Commission has concluded that the public financing made available for the maritime access [...] does not constitute State aid."

** This application does not replace the notification to the Commission under Article 88.3 of the Treaty.

9.2 Public procurement

9.2.1. Have the contracts been advertised in the Official Journal of the European Communities?

Yes No

Document 2006-164370-EN

9.2.2. In the case of concessions, indicate the concessionaire juridical statute and give details of the contract (if already passed):

N/A

9.3. Environment

9.3.1. How does the project :

a) contribute to the objective of sustainable development

Location: The Outer Harbour is located on a brownfield site and in an area of low marine habitat and fisheries importance. The development will thus contribute to future needs for port capacity without threatening environmentally sensitive sites.

Design: As described below, the outer harbour has been designed to minimise the impact on the shoreline and on coastal processes. No significant adverse impacts on land or marine habitats are predicted.

Construction: The port is located in an area of granular (sand and gravel) substrates. The port has been designed so that all granular material dredged from the harbour basin can be re-used in the construction of the breakwater core and for land reclamation.

It is envisaged that no surplus dredged material will require disposal off-site apart from any dredged material found to be geologically unsuitable for re-use. The breakwater cores are designed as sand-filled geotextile bags, thereby minimising the use of imported rock.

Operation: Routine maintenance dredging requirements are likely to be modest in scale. No pollution or contamination issues are expected and dredged materials will be disposed of to local licensed marine sites in area of low habitat or fisheries value.

Land Transport: Access to the port is via the UK trunk road network and a local designated lorry route, on which traffic increases are expected to be of the order of 5%. As noted in the accompanying Cost-Benefit Analysis, the wider adverse impact on land transport is predicted to be small. The existence of a regular new passenger ferry service to Amsterdam will provide an attractive alternative to air travel.

CO₂ and Greenhouse Gas emissions: As noted in the Cost-Benefit Analysis, modest increases are expected from some user sectors, offset by decreases in others.

b) respect the principles of preventive action and that environmental damage should as a priority be rectified at source

As indicated in paragraph 9.3.3 below, the Environmental Impact Assessment identified most impacts as neutral to slight (occasionally moderate) adverse.

Consultation on the Harbour Revision Order led to requests for hydraulic and coastal impact modelling, originally carried out in the 1980's as part of the

Great Yarmouth Outer Bill, to be updated using the more modern techniques available.

This work was carried out by consultants HR Wallingford, and their final report was issued in 1998 (relevant extract reproduced at **EPGY 11**).

As a result of the findings of this report, it was agreed that a formal Monitoring Agreement should be entered into by Great Yarmouth Port Authority and the relevant statutory agencies, including English Nature and the Environment Agency. A copy of the Monitoring Agreement is attached as **EPGY 12**.

The Agreement requires GYPA to carry out regular bathymetric surveys and beach profiles in the vicinity of the outer harbour site, and to prepare regular monitoring reports for consideration by all parties to the agreement.

A separate agreement has been concluded with English Nature enabling English Nature to require preventative action, or if necessary rectification of damage to any of the statutory protected sites in the vicinity of the development.

Since the Monitoring Agreement was entered into, HR Wallingford have carried out further coastal impact modelling to update the 1998 report and to refine the detail of the breakwater layout in order to minimise coastal impact. The relevant extracts of their latest report issued in 2004 are attached at **EPGY 13**.

It will be seen that all the results of HR Wallingford's modelling work suggest that any impact of the final scheme design R3b is expected to be limited. No material impact on the flow regime of the River Yare is expected. No impact on the offshore banks is expected. As indicated in Section 6.3 above, it is predicted that the current net longshore drift of sediment will be interrupted, and for this reason it is intended to instigate a regular programme of sand bypassing, in effect to reinstate current natural processes. The design of the northerly breakwater has been adjusted in Scheme R3b in order to ensure that this longshore drift of sediment is effectively 'trapped' adjacent to the breakwater and not diverted into deep water where it would be lost to the system.

c) respect the "polluter pays" principle

Since 2000 GYPA have undertaken regular Environmental Reviews of port operations, which outlines their aim to reach internationally recognised standards for environmental management. GYPA is committed to achieving certification in ISO 14001 and accreditation commenced in April 2005. A copy of their latest report is attached as **EPGY 14**.

No material pollution issues are predicted arising from the port operations themselves.

Air pollution and greenhouse gas emissions related to land and sea transport by port users are regulated by taxation and other UK and EU policies, and therefore outside the remit or control of the current project.

9.3.2. Consultation of environmental authorities

Have the environmental authorities likely to be concerned by the project been consulted by reason of their specific responsibilities?

Yes No

As part of the Environmental Assessment a full consultation exercise was undertaken.

The full list of consultees can be found below. The list can also be found in the Environmental Impact Assessment (the non-technical summary is annexed as **EPGY 15** : -

- Anglian Water Services Ltd
- Broads Authority
- East Anglia Tourist Board
- Eastern Sea Fisheries Joint Committee
- English Nature
- Environment Agency
- Great Yarmouth Borough Council
- Great Yarmouth and District Inshore Fishermen's Association
- Great Yarmouth and District Archaeological Society
- Great Yarmouth Port Users Association
- Great Yarmouth Society
- The Greater Yarmouth Tourist Authority
- MAFF – Directorate of Fisheries Research
- MAFF – Marine Environmental Protection Division
- Norfolk County Council – Planning and Transportation
- Norfolk Landscape Archaeology
- Norfolk and Waveney Chamber of Commerce and Industry
- Norfolk Wildlife Trust
- RSPB
- The Crown Estate
- Trinity House Lighthouse Service
- Waveney District Council
- Great Yarmouth Port Authority

9.3.3. Environmental Impact Assessment

Please complete for each project Annex II to this application form on Environmental Impact Assessment

The proposed development was subject to an Environmental Impact Assessment at the time the 1997 Order was advertised. In most instances the impacts were assessed in the Environmental Statement as neutral to slight (occasionally moderate) adverse. The following areas were covered:

- Coastal Processes
- Sediment Quality
- Water Quality
- Nature Conservation
- Commercial Fisheries
- Landscape
- Local Community and Environmental Quality
- Traffic and Access
- Archaeology and Heritage
- Planning and Development
- Land Use
- Navigation
- Local Economy
- Tourism and Recreation (Recreation Vessels/Passive Recreation Users)

Consideration has been given to whether there has been any relevant change in circumstance since the EIA was carried out. This included a review of the land use, traffic and access issues and coastal processes. The conclusion was that the findings of the EIA remain valid. As indicated above, further refinement of the modelling of the impact on coastal processes has been carried out, confirming that no new issues arise.

9.3.4. Does the project envisage, apart from Environmental Impact Assessment, any additional environmental integration measures (e.g. environmental audit, environmental management, specific environmental monitoring) ?

Yes

No

It is a condition of grant from EEDA that an Environmental Plan is developed in accordance with the Environmental Statement and that this forms part of the project tender documentation and subsequent contract.

9.3.5. In case of projects in the areas of water, waste water and solid waste :

Explain whether the project is consistent with a sectoral/integrated plan^{††} and programme associated with the implementation of Community policy or legislation in those areas:

N/A

9.4 Equal opportunities

Expected impact of the project on the promotion of the equality between men and women?

Positive

Neutral

Please give details:

The Lisbon Strategy laid down the following specific goals for 2010: raising employment rates for the workforces as a whole to 70%, increasing the number of women in employment to 60%. 2003/04 Statistics show the following figures for percentages of female employment:

Great Yarmouth – 63.46%

East of England – 72.89%

National Average – 71.09%

It will be seen that there is room for improvement in the employment opportunities for women in the Great Yarmouth area.

As will be seen from the economic appraisal, this infrastructure investment generates most of the employment opportunities via port users, support services and associated industries, rather than directly.

The range of new employment identified in the economic appraisal is diverse, presenting substantial opportunities for increased employment among women.

EastPort will continue to work with the relevant agencies to ensure these opportunities are promoted.

With regard to the physical design of the ferry terminal, advice on accessibility will be sought from all appropriate sources including the Borough Council's Access Officer. All areas will comply with the appropriate sections of the Disability Discrimination Act.

^{††} Sectoral and integrated plans include those associated with community environmental legislation including those required under Directives 75/440/EEC in relation to surface water quality for drinking purposes; 91/271/EEC (Urban waste water treatment); 91/676/EEC (nitrates); 75/442/EEC (as amended by Directive 91/156/EEC) on waste; 91/689/EEC on dangerous waste; 94/62/EC on packaging waste and other plans linked to the coherent implementation of Community environmental legislation and policy in the field of water, waste water and waste.

It is envisaged that criteria for selection of the private sector partner will include:-

- Evidence that prospective partners have appropriate equal opportunities policies in place, as part of the preliminary selection process, and
- Provisions relating to the level of commitment to equal opportunities as part of the contract with the selected partner.

9.5 Other

Please refer to any other Community policy of relevance to the project and explain the connection:

InterReg III-B

The EastPort project has a good fit with the InterReg III-B programme for the North Sea Region, in particular Priority 2: "Efficient and Sustainable Transport".

Trans-European Network "TEN"

Both Great Yarmouth and IJmuiden (the preferred destination) are on the TEN for freight transport by road and rail. The EastPort project has received European support for feasibility studies for ferry and rail links. (See Q. 12.3 below) The ferry link would open a new possibility for freight and passenger transport within the TEN network.

The ferry link will have an impact not only in the two regions involved but will facilitate accessibility in a corridor of regions between the UK midlands through northern Germany and further east. It will thus contribute to a more balanced development of transport corridors within the North Sea region, relieving current and future congestion in other areas.

The importance of these east-west transport links has increased since EU enlargement, and will continue to do so in the future.

European Economic Interest Grouping "EEIG"

EC legislation has enabled the establishment of formal European Economic Interest Groupings ("EEIG's") as independent legal entities, in order to promote and develop economic activities within the EC. In 2000, GYPA and the Port of IJmuiden in the Netherlands formed an EEIG to promote short sea shipping between the two ports. The EEIG has the active support of the Municipal and Provincial Governments of Velsen and Noord Holland.

The specific aims of the EEIG are to promote:

- The ferry route between the ports
- Development of the Trans-European Network road and rail links
- The development of intermodal freight facilities

9.6 Is the project subject to a legal procedure^{##} for compliance with Community legislation ?

Yes No

If yes, please give details:

^{##} i.e. under Articles 88, 226 or 228 of the Amsterdam Treaty; Articles 38 or 39 of Council regulation 1260/1999

Will Structural Funds assistance:

- accelerate implementation of the project ?

Yes

No

- be essential to implementation of the project ?

Yes

No

For each affirmative answer, give details:

Structural Fund support is an essential part of the proposed public funding package required to enable the project to proceed.

11. FINANCING PLAN

11.1 Amount of eligible expenditure

€ Euro million
50.57

11.2 Give details of financing sources:

	€ Euro million
National authorities:	17.61
Private sector:	26.19
Structural Funds	
- ERDF	6.78
- ESF	
- EAGGF	
- FIGF	
EIB	
Other (specify):	

11.3 Assistance rate requested: 13.41%
(based on eligible expenditure)

11.4 Form of the assistance (direct grant, interest subsidy, equity participation,...):

12. CONSISTENCY WITH OTHER MEASURES FINANCED BY THE COMMUNITY

12.1 Is this project complementary to any project financed or to be financed by the Cohesion Fund ?

Yes No

12.2 Has an application been made for assistance from any other Community source (including Cohesion Fund, EIB, EIF ...) for this project?

Yes No

If yes, please give details (*financial instrument concerned, reference N^os, dates, amounts requested, amounts granted, etc.*):

*An informal approach was made to the European Investment Bank in April 2005, to explore the scope for their involvement in financing the project.

As a result of positive initial discussions, the EIB were provided with project documentation. An EIB representative subsequently visited Great Yarmouth, following which the EIB have confirmed their interest in taking the project forward in a letter dated 8 July 2005 **EPGY 20**.

The EIB contact for this project is Mr Luukannen (Email Address: j.luukkanen@eib.org)

12.3 Has an application been made for assistance from any other Community source (including Cohesion Fund, EIB, EIF ...) for an earlier phase of this project?

Yes No

If yes, please give details (*financial instrument concerned, reference N^os, dates, amounts requested, amounts granted, etc.*):

An application for support under the TEN-T budget towards this project was made by Great Yarmouth Port Authority (GYPA) in October 1998 and a total of €0.24M was allocated in a decision letter dated 2nd July 1999.

Works completed:-

- Breakwater and Harbour Design Studies
- Onshore and Offshore Geophysical assessments and navigation channel studies
- Financial and Economic Feasibility Studies
- Rail Terminal Study

12.4 Please give details of relationship between the project and other measures undertaken with contributions from the Community budget, the EIB and the other financial instruments of the Community:

There have been a number of related projects developed in Great Yarmouth under the Key Locations banner, funded by ERDF:

a. Beacon Innovation Centre.

Located at Beacon Park, a 33 hectare business/industrial site owned by Great Yarmouth Borough Council, the Innovation Centre is a major catalyst for business growth in the East of England with quality office space and a stimulating environment for young and high-growth companies to develop new technologies and services.

b. The East of England Energy Group "EEEGR"

EEEGR is a public-private association developed to provide a platform to enable energy companies to work together to stimulate sector growth. Its remit covers the East of England, but the Great Yarmouth/Lowestoft area is the primary focus owing to the strength of existing and emerging offshore energy industries based in the two ports. It forges strong links between the traditional offshore companies and those involved in developing renewable energy projects.

c. InteGreat

This is a major regeneration package for Great Yarmouth, providing investment in three principal areas of the town:

- (i) The seafront – including specific projects for road and environmental improvement, beach management and the improvement of buildings.
- (ii) The Town Centre – including particular projects to deliver environmental improvements in the town centre along with a Townscape Heritage Initiative (THI) scheme.
- (iii) Heritage assets including THI improvements to ancient monuments and buildings.

The separate areas being developed for EastPort and InteGreat projects are identified in the local Plan on the basis that there will be clear segregation in spatial planning terms.

One of the main aims of InteGreat is to deliver a quality tourism destination, with obvious links to the passenger ferry services.

d. Maritime Projects

Great Yarmouth has a strong naval and commercial history going back many centuries. A number of projects, co-funded by Objective 2 monies, celebrate this history and provide an effective backdrop to the future maritime prosperity that the Outer Harbour project represents:-

Time and Tide – a £4.7m project which celebrates the history of Great Yarmouth, with a particular emphasis on its fishing and shipping heritage, housed in a converted herring curing works.

The Norfolk Nelson Museum- Nelson proclaimed “I am myself a Norfolk man and glory in being so” and the Nelson Museum is a celebration of his life and achievements. It incorporates a wealth of commemorative objects from one of Britain’s foremost Nelson collections – the Ben Burgess Collection.

The Nelson Monument – This monument in the South Denes, stands 144 feet tall, and was erected by the citizens of Yarmouth and Norfolk to celebrate the Great Yarmouth connection to one of England’s greatest heroes. The Column, which predates London’s Trafalgar Square monument, is the subject of a £1m refurbishment scheme.

e. PESCA – IJmuiden, The Netherlands

As well as complementing EC structural funds activity in Great Yarmouth, EastPort will also be operating in partnership with funded activity in Holland and in particular with the extension of the port of IJmuiden, which involved the use of PESCA funds. The IJmuiden Third Harbour will contain the new ro/ro terminal used for the proposed Great Yarmouth ferry service.

13. MONITORING

13.1 Specify the physical and financial indicators (Art. 36) to be used for monitoring and assessing the progress of the project:

- (a) Identify key indicators
- (b) Give estimated volume of work required to complete project

Targets and Indicators

The EastPort project will achieve a number of indicators as defined by the East of England Objective 2 Programme Complement:-

- A110 – 2 sites
- A135 - New industrial and commercial floor-space (reclaimed land brought into employment use) – 16.0 hectares
- A136 – Refurbished industrial and commercial floor-space-(existing land brought into employment use) – 4 hectares
- 0112- Gross Additional New Jobs – 175
A full breakdown of the direct and indirect jobs is contained in section 6.3.5 of the Economic Appraisal - 1070
- 0113 – Gross Additional Safeguarded jobs – As above, details are contained in section 6.3.5 of the Economic Appraisal 430
- 1101- Net additional new jobs- a full breakdown is contained in section 6.4.5 of the Economic Appraisal - 816

The project will also generate an estimated **400,000** visitors to the area. Total visitor spend in the Great Yarmouth and Lowestoft area is stated in the Economic Appraisal as **£1.6m per annum**.

Monitoring requirements

The appraisal of the ERDF Objective 2 bid requires EastPort to demonstrate a sound funding package, an effective project management structure and details of how expenditure will be carried out in accordance with commission guidelines.

In accordance with GO-East monitoring requirements, the project is required to submit quarterly claims detailing expenditure incurred.

The project is also required to complete reports outlining physical activity and details of progress on the outputs, results and impacts achieved.

Following approval of the ERDF grant, EastPort will be required to submit details of the organisational systems in place for payments and monitoring. These systems will be subject to periodic scrutiny by the monitoring teams at GO-East and the local Objective 2 Facilitator. The local Facilitator will require the project management team to give regular presentations on progress to the Objective 2 Local Area Group for comment and information.

The progress of the project will be monitored and assessed by the local Objective 2 Facilitator in conjunction with the payments and monitoring team at GO-East.

It is also a condition of grant from EEDA that a specific monitoring and evaluation plan is developed and implemented.

It is accordingly intended that:-

- During the life of the project quarterly reports are written to monitor progress;
- During the development phase, information on physical and financial progress is gathered;
- Following completion, an annual survey of businesses/users is undertaken to determine origin and destination, local expenditure etc;
- A project evaluation to be completed no later than the end of the third year of operation.

14. ARRANGEMENTS FOR MANAGEMENT, MONITORING, CONTROL AND EVALUATION

14.1 Are there any special arrangements which apply to this project, in addition to the modalities as laid down in the related OP/SPD ?

(e.g. project management, specific monitoring committee ...)

Yes No

If yes, explain:

The ERDF complements major grant contributions from EEDA and other UK sources. These grants are subject to detailed conditions, including monitoring, as set out above.

15. PUBLICITY MEASURES

Give details of measures to publicise Structural Funds assistance:

EastPort have engaged professional services (IRG) to manage all media aspects of the project. The project has received high-profile media coverage locally, nationally and internationally. In each appropriate instance reference has been made to the public funding proposals and on each occasion ERDF/Objective 2 funding has been expressly mentioned.

The project has a website www.eastport-gy.com which details the proposals, including the public funding element of the project. In addition, at appropriate intervals, project newsletters are produced and distributed to over 1,000 stakeholders.

On approval the EU logo will be prominently displayed on all publicity material and contractor boards during construction, including the EastPort website.

Appropriate sums have been allocated within the Business Plan for the promotion and marketing of the project during the first two years of its operation.

NAME:

SIGNATURE:

STAMP:

Technical form of monitoring procedures for public market tender (*)

Available information to date (DD/MM/YY)

Type de contract	Amount of contract (1)	Attribution procedure (2)	Date of publication notice (3)	Date of publication of market notice (3)	Date of publication of post-information notice (3)
Services (including studies and technical assistance)					
Contract n°1					
Contract n°2					
Contract n°3					
Works					
Contract n°a					
Contract n°b					
Contract n°c					
Supplies					
Contract n°m					
Contract n°n					
Contract n°p					
Other					
Contract n°x					
Contract n°y					
Contract n°z					
Total					

- (1) *Send a copy of the contract*
- (2) *Send a copy of the report. For procedures "by mutual agreement" join the justification of your choice.*
- (3) *Send copy of each publication.*
- (*) *This form will be sent the first time together with the application for assistance. During the execution phase of the project it will be periodically up-dated.*

ENVIRONMENTAL IMPACT ASSESSMENT
--

(All parts to be completed for all projects)

1. DEVELOPMENT CONSENT

Has development consent^{§§} already been given to this project?

Yes No

2. APPLICATION OF DIRECTIVE ON ENVIRONMENTAL IMPACT ASSESSMENT (EIA)^{*}**

2.1. Is the project a class of development covered by:

Annex I of Directive 85/337/EEC (go to question 2.2.)
as amended by Directive 97/11/EC

Annex II of Directive 85/337/EEC (go to question 2.3.)
as amended by Directive 97/11/EC

Not covered by Directive (go to question 3.)
85/337/EEC as amended by
Directive 97/11/EC

^{§§} i.e. decision of the competent authority or authorities which entitle the developer to proceed with the project

^{***} Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment (OJ L 175 of 5.7.1985) as amended by Directive 97/11/EC (OJ L 73 of 3.3.1997).

2.2. When covered by Annex I of the Directive include the necessary documents^{†††}.

The Environmental Impact Study, non-technical summary is **EPGY 15**.

The results of consultation with the competent environmental authorities and also with the public are set out in the Secretary of State's Decision Letter on the Harbour Revision Order, dated 28th July 2005 **EPGY 16** – see especially paragraphs 6-11 and 39-47.

2.3. When covered by Annex II of the Directive, has an Environmental Impact Assessment been carried out for this project?

Yes No

– If yes, please include the necessary documents⁷

– If no, please explain why not^{†††}:

N/A

3. ASSESSMENT OF EFFECTS ON NATURA 2000 SITES

Will the project have significant negative effects on sites included or intended to be included in the Natura 2000 network^{§§§} ?

Yes No

- If yes, please attach a copy of the completed form including information on projects significantly affecting Natura 2000 sites^{****}, as notified to the Commission (DG Environment) under Directive 92/43/EEC
- If no, please complete declaration in Annex II(a)

^{†††} Necessary documents are:

- a) the non-technical summary of the Environmental Impact Study carried out for the project; **EPGY 15**
- b) the results of consultations of the competent environmental authorities; **EPGY 16**
- c) the results of consultations with the public concerned. **EPGY 16**
- d) in the case of projects where the formal request for the development consent (point 1 above) was introduced after 14 March 1999: the information referred to in article 9.1 of the Directive 85/337/EC as amended by article 11 of Directive 97/11/EC. **EPGY 16**

Note : In relation to b) and c) these may be represented in the form of a statement, conclusion or certification by the competent environmental authorities, indicating in what way the concerns of the designated consultees and concerned public have been taken into account

^{†††} The thresholds or criteria applied and/or the case-by case examination carried out to reach this determination should be briefly described. The explanation should show why the project has been determined as not likely to have significant environmental effects.

^{§§§} These sites comprise:

- a) Special Protection Areas classified or requiring classification under the "Birds" Directive (79/409/EEC, OJ L103 of 25.4.79) and
- b) Sites proposed or requiring proposal by Member states under Article 4(1) of the "Habitats" Directive (92/43/EEC, OJ L206 of 22.7.92).

^{****} Document no. 99/7-rev2 adopted by the Habitats Committee (Member States' representatives established under Directive 92/43/EEC) at its meeting of 4 October 1999

ANNEX II (a)

**DECLARATION BY AUTHORITY RESPONSIBLE FOR
MONITORING NATURA 2000 SITES**

Responsible Authority

Having examined^{††††} the project application.....

(title).....

which is to be located at

we declare that (tick the appropriate box):

- the project is not likely to have significant effects on a Natura 2000 site on the following grounds:

.....
.....
.....

Therefore an appropriate assessment required by Article 6 (3) was not deemed necessary.

- following an appropriate assessment, according to Art. 6(3) of Directive 92/43/EEC, the project will not have significant negative effects on a Natura 2000 site.

A map at scale of 1:100.000 (or the nearest possible scale) is attached, indicating the location of the project as well as the Natura 2000 sites concerned, if any.

Signed: (Authority responsible for monitoring Natura 2000 sites)

Official Seal:

^{††††} taking into account the requirements of Art. 6(3) of Directive 92/43/EEC

**EAST PORT GREAT YARMOUTH LIMITED
MAJOR PROJECT NOTIFICATION
REFERENCES**

EPGY 1	Unemployment Briefing	E
EPGY 2	Guidance Letter – Department for Transport, May 2001	H
EPGY 3	Economic Appraisal, June 2004	E
EPGY 4	Outline Business Case “OBC”, November 2003	E
EPGY 5	EEDA Press Release, March 2005	E
	http://www.eeda.org.uk/application.asp?app=press_release_full.asp&process=full_record&id=1000101&nid=1001856	
EPGY 6	Scheme R3B	E
EPGY 7	Great Yarmouth – Excellence in Energy	H
EPGY 8a and 8b	Dossier of support letters	E/ H
EPGY 9	Project Financial Model Summary Report###	H
EPGY 10	Sustainable Development Framework for the East of England\$\$\$\$	E
	http://www.go-east.gov.uk/goee/docs/193713/193722/Regional_Strategy/Regional_Sustainable_Develo1.pdf	
EPGY 11	H R Wallingford Report 1998 – relevant extracts	H
EPGY 12	GPYA Monitoring Agreement	H
EPGY 13	H R Wallingford Report 2004 – relevant extracts	H
EPGY 14	Great Yarmouth Port Authority, Environmental Review	H
EPGY 15	Environmental Impact Assessment, Non Technical Summary	H
EPGY 16	Decision Letter from Secretary of State for Transport authorising Harbour Revision Order	E
EPGY 17	UK East Coast Port Map	E
EPGY 18	East Port Great Yarmouth Cost Benefit Analysis, July 2005	E
EPGY 19	2005 Project Financial Model Summary Report	E
EPGY 20	Letter from European Investment Bank	H
EPGY 21	Statutory Instrument 2005 No. 2601 “The Great Yarmouth Outer Harbour Revision Order 2005”	E
EPGY 22	IPH Project Timetable	E

E = Electronic Copy Provided
H = Hard Copy Provided

EPGY 9 now replaced with “EPGY 17 – 2005 Project Financial Model Summary Report”
\$\$\$\$ EPGY 10 – Reference deleted