



GREAT YARMOUTH
BOROUGH COUNCIL

Environment Committee

Date: Wednesday, 21 September 2022

Time: 18:30

Venue: Council Chamber

Address: Town Hall, Hall Plain, Great Yarmouth, NR30 2QF

AGENDA

Open to Public and Press

1 **APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

2 **DECLARATIONS OF INTEREST**

You have a Disclosable Pecuniary Interest in a matter to be discussed if it relates to something on your Register of Interests form. You must declare the interest and leave the room while the matter is dealt with.

You have a Personal Interest in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

You must declare a personal interest but can speak and vote on the matter.

Whenever you declare an interest you must say why the interest arises, so that it can be included in the minutes.

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|----|---|---------|
| 3 | <u>MINUTES</u> | 4 - 10 |
| | To confirm the minutes of the meeting held on the 19 July 2022. | |
| 4 | <u>FORWARD PLAN</u> | 11 - 11 |
| | Report attached. | |
| 5 | <u>THE PLANTING OF TREES IN THE BOROUGH</u> | 12 - 21 |
| | Report attached. | |
| 6 | <u>ANGLIAN AND ESSEX & SUFFOLK WATER - WATER MANAGEMENT PRESENTATION</u> | |
| | Presentation to be given at the meeting. | |
| 7 | <u>COASTAL PARTNERSHIP EAST UPDATE</u> | |
| | Update to be given at the meeting. | |
| 8 | <u>BROADLAND FUTURE INITIATIVE</u> | |
| | Update to be given at the meeting. | |
| 9 | <u>SCRATBY DAMAGED GABIONS</u> | 22 - 33 |
| | Report attached. | |
| 10 | <u>ELECTRIC VEHICLE CHARGE POINTS - OPPURTUNITIES FOR ON STREET PROVISION</u> | 34 - 38 |
| | Report attached. | |
| 11 | <u>ANY OTHER BUSINESS</u> | |
| | To consider any other business as may be determined by the Chairman of the meeting as being of sufficient urgency to warrant consideration. | |

12 EXCLUSION OF PUBLIC

In the event of the Committee wishing to exclude the public from the meeting, the following resolution will be moved:-

"That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information as defined in paragraph 1 of Part I of Schedule 12(A) of the said Act."



Environment Committee

Minutes

Tuesday, 19 July 2022 at 18:30

PRESENT:-

Councillor Wells (in the Chair); Councillors Annison, Bensly, Bird, P Carpenter, D Hammond, Fairhead, Robinson-Payne, Talbot, Waters-Bunn & B Wright.

Councillor Jeal attended as a substitute for Councillor Martin.

Councillor P Hammond attended as a substitute for Councillor Cameron.

Councillor A Wright attended as a Ward Councillor for item 7.

Mrs P Boyce (Strategic Director), Mrs J Beck (Head of Property & Asset Management), Mr R Goodliffe (Coastal Manager, Coastal Partnership East), Mr C Bye (Senior Advisor, Coastal Partnership East), Mr D Zimmerling (IT Support) & Mrs C Webb (Democratic Services Officer).

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Cameron & Martin and James Wilson (Head of Environment & Sustainability).

Councillor Jeal attended the meeting as a substitute for Councillor Martin and Councillor P Hammond attended as a substitute for Councillor Candon).

2 DECLARATIONS OF INTEREST

Councillor Jeal declared a personal interest in item 7, South Denes Sea Wall. However, in accordance with the Council's Constitution, was allowed to both speak and vote on the item.

3 MINUTES

The minutes of the meeting held on 25 May 2022 were confirmed with an amendment that Councillor Fairhead had not attended the meeting but had sent her apologies and Councillor Jeal had attended the meeting as her substitute.

4 MATTERS ARISING

(i) Councillor Talbot asked for confirmation as to whether the reminder recycling leaflet had been printed and distributed to remind householders what could be and could not be recycled. The Strategic Director to take away and provide a response.

(ii) The Chairman reported that the smoking of cannabis in homes in and around the town centre had been highlighted at the last meeting and a joint partnership initiative with Norfolk Police would be undertaken to combat this issue. The Strategic Director reported that an officer meeting would take place on 22 July 2022 to discuss the scope and terms of reference of this group and a report would be presented to Committee in September 2022.

5 FORWARD PLAN

The Committee received and considered the Forward Plan.

(i) Playgrounds.

Councillor Robinson-Payne requested an update on Playgrounds as Members were unaware of what was happening to the play areas in their wards. The Strategic Director informed the Committee that a report would be presented to Housing & Neighbourhoods Committee in September 2022 and members of this committee would be invited to attend. The Chairman reported that he shared the committee's concerns but playgrounds now came under the remit of the H & N Committee. Councillor Robinson-Payne questioned whether the reporting of playgrounds to this committee, as opposed to H & N, should be at the discretion of the Chairman. The Strategic Director reported that Environment committee had set the base line for this piece of work but it was now over to H & N to develop and approve it.

Councillor Waters-Bunn informed the committee that this committee was responsible for the open spaces in the borough but the play aspect had been taken away and given to H & N.

Jane Beck informed the Committee that an update on open spaces and play had been taken to H & N last week with a report due in September 2022.

The Chairman reported that he would contact the Monitoring Officer for confirmation

of this issue.

(ii) Councillor Fairhead requested that a link be made between the two Internal Drainage Boards and the Environment Committee to allow Members who sat on the IDB to provide feedback to the committee. The Chairman agreed that this be added to the Forward Plan on the proviso that both IDB reported back at the same meeting.

(iii) Councillor Waters-Bunn requested an update on Trees for Cities and the tree planting undertaken by GYBS as it had been already agreed that it be added to the Forward Plan.

6 GREAT YARMOUTH SUSTAINABILITY STRATEGY ACTION PLAN

The Committee received and considered the report from the Strategic Director.

The Strategic Director reported that Members of the Environment Committee took part in an action planning workshop held on 28 April 2022. Subsequently to that, a series of twelve sustainability workshops were held involving all council staff. This took place on 19 & 20 May 2022 as part of the council's staff conference. Feedback received has informed the development of the Action Plan provided in Appendix 1. This initial plan, for three years, is designed to help the council, its partners organisations, suppliers and communities to galvanise resource and efforts to support the borough to become more sustainable.

The action, projects and initiatives contained in the Action Plan have been prioritised across the three years of the Plan to ensure it is deliverable in a timely manner but is also realistic. Some of the inter-dependencies for example, impact its delivery including the wider work being undertaken by the Norfolk Climate Change Partnership, Norfolk County Council and New Anglia LEP. It is proposed that the Action Plan is kept as a live document and updated as each project/action is progressed and reported back to this Committee 6 monthly.

The Committee has already supported the recruitment of a Climate Change Officer to co-ordinate and support delivery of this Action Plan. The 3-year Action Plan indicates which actions/projects can be undertaken within existing resources, and which may be dependent upon other funding streams being made available. This includes opportunities to seek external funding.

Councillor P Carpenter referred to paragraph 8.6 of the Action Plan and requested that all Members have more input and/or engagement as they could be important in driving the message forwards. The Strategic Director agreed that the importance of Member involvement would be included and highlighted in the Action Plan covering report.

Councillor Waters-Bunn reported that importance of Member involvement in the Nature Challenge and Waste Challenge as Ward Members were the first port of call for the public in these areas and Members were often unaware of so much of what happens in the town which was instigated by the Council and to be pre-warned is to be prepared.

Councillor D Hammond reported that it was vital to get the residents on board with this journey to help us to improve the borough and for residents to take pride in where they lived and worked.

The Strategic Director reported that once the Climate Change Officer was in post, that a full marketing campaign would be launched, the Sustainability Forum would be strengthened to be engrained within everything the Council did and more Member engagement would be sought.

Councillor Annison reported that he fully endorsed the strategy and highlighted that social media would play a vital role in its success.

Councillor Talbot highlighted that Members had still not received their reusable cups and that the sustainability message must be got across to young children at school so they grew up accepting it and practising it as the norm. The Strategic Director reported that this matter had been chased and Members would receive their cups shortly.

Councillor P Hammond asked if the Council could collect and compost the grass cuttings which would provide an additional revenue stream to the Council if the compost was then sold on to local residents to use in their gardens. The Strategic Director reported that no composting took place but that tree bark was mulched. This activity would need to be licensed but she would request that the new LATco look at this suggestion further. The Strategic Director reported that she would prefer to encourage home composting.

Councillor Waters-Bunn informed the committee that GYBS used a composting site at Bure Park. Councillor Waters-Bunn asked why it was proving difficult to recruit a Climate Change Officer. The Strategic Director reported that the advert had resulted in 3 applicants, 2 were short-listed for interview, 1 of these subsequently withdrew and the remaining interviewee did not meet the Council's needs.

RESOLVED:-

That Environment Committee : -

- (a) Agrees the Action Plan for 2022-2025 as set-out in Appendix 1; and
- (b) Recommends to Council the adoption of the Great Yarmouth Sustainability Strategy and Action Plan.

7 SOUTH DENES SEA WALL

The Committee received and considered the report from the Senior Coastal Advisor and Coastal Manager, Coastal Partnership East.

The Senior Coastal Advisor gave a presentation to Committee.

The Senior Coastal Advisor gave an overview of the project and reported that following salient areas as follows:-

The purpose of this report is to provide an overview of the high-level technical and economic assessment which has been completed for the deteriorating sea wall frontage at South Denes, Great Yarmouth. The objective of the report is to investigate options for maintaining the 'hold-the-line' policy. High-level coastal management options have been compared against agreed criteria to identify a preferred option. A

Partnership Funding Calculator has been used to determine the high-level maximum eligible grant in aid funding for the preferred option. The next steps have been identified to move the preferred option forward to the detailed economic justification and design stages.

Councillor Jeal reported that the degradation of the seawall was the result of Peelports tarmacking up to the seawall over the top of sand and they should be asked to contribute to the remedial works. Councillor Robinson-Payne agreed with Councillor Jeal. The Senior Coastal Advisor informed the Committee that the main cause of the failure was the quick succession of 3 storms which had generated wave damage in that area combined with the weight of material behind the wall. Councillor Jeal reported that the Council should aim for funding to undertake the 400m scheme if at all possible.

Councillor Jeal questioned why Peelports had been able to erect a security fence on top of our seawall which was not in their possession. The Head of Property & Asset Management informed the committee that this is being investigated.

Councillor Robinson-Payne asked why Peelports had tarmacked the area when the land did not belong to them. The Head of Property & Asset Management informed the committee that Peelports had a long lease on the land and had only tarmacked 3 metres back from the seawall.

Councillor Fairhead asked for clarification as to the proposed size of the boulders to be used in the project.

Councillor P Hammond suggested that the sea wall should be raised as part of this project to future proof if for the predicted 1 in 200 storm event.

Councillor P Carpenter endorsed Councillor Jeal's suggestion that the Council should try and secure funding for the 400m of coastal protection as opposed to 200m and asked what the timescale for completion was. The Senior Coastal Advisor reported that the indicative timeline, if funding was secured, was to start on site in 2024. The Head of Property & Asset Management reported that this will depend on availability of funding.

Councillor Waters-Bunn asked for confirmation as to where exactly the rock would be placed. The Senior Coastal Advisor informed her that it would be placed on the front of the existing sea wall at the base.

Councillor Bird reported that this was disappointing news as there used to be a very good public beach at the Harbours Mouth and he would hate this project to result in what had happened at Lowestoft; a pile of rocks covered in green, slimy, foul smelling algae. Councillor Bird asked if rocks could be put at the bottom of the bases of the groynes to provide additional protection. The Coastal Advisory Manager reported that there would not be enough funds to undertake both schemes.

The Head of Property & Asset Management informed the Committee that the Council would approach private businesses in the area, for example, the Power Station, to see if they were willing to add to the funding pot to protect their assets.

Councillor Bensly reported that he fully supported the scheme but was jealous that this scheme might be delivered before the Hemsby coastal protection scheme.

Councillor Talbot asked what the Council was doing in the interim period to protect the seawall as 2024 was a long way away. The Senior Coastal Advisor reported that remedial works had been undertaken and the wall was being monitored.

Councillor A Wright was concerned that the proposed area of seawall was located in the Enterprise Zone and heavy engineering works might damage the area as it was built on a sand spit. Remedial works could further undermine the integrity of the seawall leading to more trouble and suggested that the area needed piling. Marram grass on the sand dunes stretching from the Pleasure Beach to the Outer Harbour provided a natural sea defence.

Councillor Wright asked whether any funding for the Enterprise Zone could be utilised as part of this project to fund the 400m proposal. The Head of Property & Asset Management reported that all funding avenues would be explored during the next phase of the project which included putting together a robust business case and considering Pot B funding opportunities.

RESOLVED:-

That the Environment Committee :-

1. Notes progress on this work to date.
2. Approves that the Head of Property and Asset Management procures under delegated powers using funds from the existing Coast Protection Reserves Budget, the production of an outline business case and other necessary preconstruction assessments such as those outlined below to support an anticipated submission for capital funding from the Environment Agency for construction of a rock revetment.
 - a. detailed condition survey of the existing sea wall at South Denes,
 - b. detailed economic assessment of the potential impact of coastal flood inundation and coastal erosion related to the deteriorating sea wall frontage at South Denes
 - c. economic review of future construction, operation and maintenance costs of the proposed rock revetment, within the context of inflationary pressures facing the wider economy under present economic conditions.
 - d. scoping and screening of environmental designations for the proposed rock revetment scheme, to inform the requirement for environmental impact assessment and consents as deemed necessary; and
3. Approves that Great Yarmouth Borough Council utilises the local government SCAPE framework to procure the production of the outline business case and necessary supporting pre-construction activities.

8 ANY OTHER BUSINESS

(i) Councillor Waters-Bunn asked that, in future, the agenda goes out on time, i.e. five working days prior to the meeting to enable Members to have enough time to read the agenda pack and prepare for the meeting. The Democratic Services Officer apologised to Members.

(ii) Councillor D Hammond requested that all the hard work carried out by GYBS staff members who emptied bins in and around the borough to be recognised. The Chairman agreed that a letter would be sent from the Environment Committee thanking the GYBS staff for all their hard work which was much appreciated.

(iii) Councillor P Carpenter asked that more fans and jugs of iced cold water be provided for Members at all future Committee meetings during a heat wave. The Council had a duty of care to employees of the Council and this should be extended to Members.

(iv) Councillor Talbot asked if the requested letter regarding the upkeep of Vauxhall Bridge had been sent to Sustrans. The Chairman reported that he had spoken to Councillor Candon, Chairman of Economic Development Committee, and a joint letter would be sent, signed by both Chairmen, in the next few days.

The meeting ended at: TBC

Environment Committee			Pre Meet Date	Agenda Published	Committee Date
22-064	The Planting of Trees in the Borough	Strategic Director (KB)	05/09/22	06/09/22	13/09/22
22-093	Scratby Gabions	Head of Property & Asset Management	05/09/22	06/09/22	13/09/22
22-140	Electric Vehicle Charge Points - Opportunities for on-street Provision	Head of Customer Services	05/09/22	06/09/22	13/09/22
	Presentation - Anglian and Essex & Suffolk Water - Water Management	Head of Environment & Sustainability	05/09/22	06/09/22	13/09/22
22-137	Coastal Partnership East - Update	Head of Property & Asset Management	05/09/22	06/09/22	13/09/22
22-138	Broadland Future Initiative - Update	Head of Property & Asset Management	05/09/22	06/09/22	13/09/22
22-097	Hemsby Rock Berm - Update	Head of Property & Asset Management	04/11/22	08/11/22	15/11/22
21-126	Flytipping and Waste - lessons learned report	Head of Environment & Sustainability	04/11/22	08/11/22	15/11/22
22-197	Fleet Strategy Update	Director of Operational Services / Head of Env Services	04/11/22	08/11/22	15/11/22
22-198	GYBS end of season - Verbal Update	Director of Operational Services	04/11/22	08/11/22	15/11/22
21-130	Norfolk Waste Partnership - Update	Head of Environment & Sustainability	04/11/22	08/11/22	15/11/22
22-193	Sustainability Strategy - Comms & Marketing Plan	Climate Change Officer	22/12/22	23/12/22	10/1/2023
22-194	Sustainability Strategy - Opportunities for Biodiversity	Climate Change Officer	23/3/23	27/2/23	6/3/2023
22-195	Sustainability Strategy - Action Plan Monitoring Report	Strategic Director (PB) / Head of Environment & Sustainability	23/3/23	27/2/23	6/3/2023
22-196	Sustainability Strategy - Interreg FACET Update & Behaviour Change	Strategic Director (PB) / Head of Environment & Sustainability	23/3/23	27/2/23	6/3/2023
22-136	Fireworks	Head of Environment & Sustainability	TBC	TBC	TBC



URN:

Subject: The Planting of Trees in the Borough

Report to: Executive Leadership Team, Wednesday 31st August 2022

Environment Committee, Tuesday 13th September 2022

Report by: Kate Blakemore, Strategic Director and Jon Barnard, Project Manager

SUBJECT MATTER

This report provides an update on Tree Planting Activity in Great Yarmouth, specifically referring to the Green Recovery Challenge Fund, Parks and Green Spaces Levelling Up Fund and GYBS annual Tree Planting works.

RECOMMENDATIONS

It is recommended to:

- Note the content of this report

1. BACKGROUND

- 1.1 Members recently approved at Full Council the Council's Environmental Sustainability Strategy. This presents three challenges and considers what activities we need to undertake to meet these challenges. This is further supported by an Action Plan that outlines what we will be doing to address these challenges over the next 5 years.
- 1.2 The Nature Challenge's vision is: "Great Yarmouth provides space for nature, where the natural environment is protected and constantly improving. We envisage a Great Yarmouth where a resilient natural environment supports the health and wellbeing of our citizens and delivers key ecosystem services such as flood and climate change resilience. The Borough will prepare well and be resilient to the impacts of climate change, including coastal erosion, flooding and droughts". By planting trees in the Borough, we will help to make this vision a reality.

2. INTRODUCTION

- 2.1 This report provides an overview of three workstreams that are currently/propose to deliver tree planting in Great Yarmouth. These are Green Recovery Challenge Fund, Parks and Green Spaces Levelling Up Fund and GYBS annual Tree Planting works.

3. GREEN RECOVERY CHALLENGE FUND – TREES FOR CITIES

- 3.1 Trees for Cities is the only UK charity working at a national and international scale, with the ambition to improve lives through the planting of trees in cities and urban areas. The aim of the scheme is to revitalise forgotten spaces, create healthier environments and get people interested in growing and eating healthy foods.
- 3.2 As part of a consortium bid Great Yarmouth Borough Council (GYBC) secured funding for the planting of 505 trees within the urban areas of Great Yarmouth Town. This project is being delivered as part of the Forgotten Places: Greening Coastal Towns and Cities initiative, funded through the Green Recovery Challenge Fund. This is a two-year project. All planting must be completed by March 2023. The project is also part of The Queen's Green Canopy, a unique tree planting initiative created to mark Her Majesty's Platinum Jubilee in 2022.
- 3.3 The project aims to expand the tree canopy cover to increase resilience against the effects of climate change and supports local greening and biodiversity strategies in response to the climate crisis.
- 3.4 The objectives of this project include:
- Nature conservation and restoration; planting and establishing 505 trees. Increasing species-rich urban canopy cover and connecting habitats.
 - Nature-based solutions: targeted planting to increase ecosystem services and resilience to climate change, improve urban forest management, build capacity, and create resources for coastal communities.
 - Connecting people with nature: local communities and the authority are galvanised to plant, protect, and promote urban trees. Direct connectivity improves knowledge and skills to establish the right trees in the right places in the right way.
 - Reduce social deprivation: there is a strong correlation between low canopy cover (a measure of environmental deprivation) and social deprivation. This inequality means that people in deprived areas, the most vulnerable who face barriers to environmental justice, have less opportunity to benefit from urban trees.
- 3.5 As part of developing the planting strategy as part of this project, there are some specific requirements from the funders in terms of the areas in which trees can be planted. Areas selected for planting must fall within an urban area. This is defined as a built-up area, with a population of at least 2000 people.
- 3.6 As a result, the ten planting areas selected are:
- Trafalgar Road
 - Mariners Road
 - York Road/St Johns

- Deneside
- St Peters Road
- The Conge
- North Drive
- South Quay
- Marketplace
- North Quay

3.7 The project team have and are working hard to try and plant as many trees as possible within these specific areas. The tree species which have been chosen are best suited to the areas where these trees are to be planted, and the conditions needed for the trees to survive and thrive.

Phase 1 Planting

3.8 We were notified of our funding success in October last year. As a result, timescales were very tight in terms of delivering any planting for the Winter of 21/22. By working with landscape master planners as part of this project and the Town Centre Members Working Group, a small number of sites were identified which could be planted during 21/22, resulting in 86 trees being planted over 4 sites. The table below details the sites and trees which were subsequently planted.

Location	Total planted	Tree Types
Trafalgar Road	25	8 Italian Alder 3 Field Maple 1 European hornbeam 4 Norway Maple 4 Cherry Acolade 5 Littleleaf Linden
Mariners Road	40	11 Mount Fuji Cherry 4 European hornbeam 3 Cherry Acolade 12 Callery pear 6 Littleleaf Linden 4 Norway Maple
York Road/ St Johns	8	5 Callery pear 3 Mount Fuji Cherry
Deneside	13	3 Italian Alder 3 Mount Fuji Cherry 7 Italian Alder

Phase 2 Planting

- 3.9 Phase 2 is the planting scheme that has been designed with our master planners for tree planting between November 2022 and February 2023 and will consist of 205 trees being planted over 5 sites.
- 3.10 At this stage of the project our anticipated planting numbers are less than originally planned at funding bid stage, but the team are confident that the proposed trees will be planted in the right areas in a way that they will become established and thrive. The table below details the sites and trees which are proposed to be planted as the second phase of this project.

Location	Total planting of standard trees	Tree types
St Peters	19	5 Mount Fuji Cherry 4 Littleleaf Linden 10 Hornbeam
The Conge	6	6 Cypress Oak
North Drive	57	22 Austrian Pine 6 Scots Pine 9 Aspen 20 Sycamore
South Quay	96	4 English Oak 12 Whitebeam 6 Littleleaf Linden 9 Field Maple 47 Honeylocust 14 Aspen 4 Hornbeam
Marketplace	27	3 Silver birch 2 Sweet chestnut 3 Maidenhair tree 3 Whitebeam 14 Silver lime Brabant 2 London plane

- 3.11 Specific analysis has taken place with regards to South Quay, due to ongoing issues with tree survival rates in this area. This has included extensive investigation and soil testing. Several tree pits were excavated as part of site investigation to inform plans to replant in the area.
- 3.12 Recommendations for the most appropriate approach given the various site constraints were given and form part of the planting proposals in this area. Although it is stressed that there will still be a risk to tree planting in this location, much has been done to try and mitigate this risk in the longer term.

Phase 3 Planting

- 3.13 On the completion of Phase 1 and Phase 2 planting, in total, 285 trees will have been planted. This will leave 220 trees which will need appropriate sites that adhere to the funders guidelines to be identified and proposed. Work is now underway to develop these proposals. It is therefore proposed that once any agreements have been made with the funders in terms of additional planting areas that phase 3 proposals will be finalised and presented for further discussion.

Other Activities

- 3.14 As part of the funding for this project, GYBC has created two traineeship Tree and Horticultural Assistants who are working with GYBS on a full-time basis for a period of nine months. These placements will assist in the planting, documenting, and monitoring of establishment to ensure longevity of trees. These placements commenced in June this year.
- 3.15 Working alongside the Field Studies Council, a range of workshops will take place, both face to face and remotely. With the aim to increase awareness of tree species, the health of trees both existing and new and how to identify healthy trees through the seasons. Creating a wider knowledge within the community of tree health, will support the long-term maintenance of trees within the borough and promote a sense of shared ownership of communal areas and trees.
- 3.16 This project is also part of the Queen's Green Canopy, created to mark Her Majesty's Platinum Jubilee where residents will be invited to plant a tree for the jubilee. Everyone from individuals to children's groups, schools and businesses will be encouraged to play their part to enhance our environments by planting trees during the official season between October and March. There is a focus on planting sustainably, encouraging the creation of a legacy to honour The Queen's leadership of the nation, which will benefit future generations.
- 3.17 The Queen's Green Canopy event in Great Yarmouth will take place between November 2022 and February 2023 and will involve the planting of trees by stakeholders, VIPS and school children, alongside a variety of engagement activities. A Queen's Green Canopy plaque will be unveiled, and an afternoon tea will be held for key stakeholders and VIPs.

Next Steps

- 3.18 To finalise the phase 2 planting proposals and progress with the planting of these trees, whilst developing phase 3 planting proposals and delivering all other activities as required as part of this externally funded project.

Financial Implications

- 3.19 This project is funded through The Forgotten Places: Greening Coastal Towns and Cities initiative, funded through the Green Recovery Challenge Fund. The total budget for the project is £261,840. This is made up of the following income:
- 3.20 GYBC submitted a bid to Defra/Forestry Commission (Urban Tree Challenge Fund) and was successful in securing a £75,546.72 investment for the project. GYBC has allocated £39,953 of

funding from the Town Deal Fund to the project. The grant awarded by the Green Recovery Challenge Fund to the project is £146,340.

3.21 A high level break down of the budget is as follows:

Budget Area	Cost
Delivery phase capital costs: surveys, tree planting and maintenance	£115,500
Delivery phase activity costs: project professional fees, traineeships, training workshops, volunteer activity and events	£133,440
Delivery phase other costs: recruitment and evaluation	£12,900
Total	£261.840

3.22 This budget is based on the delivery of all 505 trees and the subsidiary components of the project. If there is a shortfall of trees which cannot be planted, then funding will be reduced in line with the cost per tree allocated to the project.

4. PARKS AND GREEN SPACES LEVELLING UP FUND

4.1 In July 2022 the Council was notified that it had been selected as an area to receive monies as part of the Governments Levelling Up Parks Fund. This fund has been developed specifically to improve parks and urban green spaces within cities and towns, Identifying the importance of providing spaces for communities to come together and people to have access to the outdoors and green spaces to support their physical and mental wellbeing.

4.2 Rather than competing for monies, the Council has been allocated £85,000 via an opt in process. We have now opted in to receive this money and have until the 3rd of October to submit our proposals on how this money will be spent.

4.3 The funding allocation is split into three parts, £47,500 to be spent of capital works (can include paths, benches, play equipment etc), £18,500 to be spend on revenue (can include consultancy, project management resource, ongoing maintenance costs etc) and a £19,000 tree planting uplift (to only be spent on tree planting).

4.5 The broad project outcomes are the creation of a new park/green space or the enhancement of an existing one with the objective of being able to achieve green flag status going forwards. Looking at the recent work that both property services and strategic planning have undertaken in terms of our open spaces and need, we reviewed 20 sites that we believe require the most improvement going forwards, as detailed within the previous play and open spaces report received by this committee.

4.6 In considering which site would be able to meet these outcomes of this funding, we also needed to ensure that the site would have the available space on which trees could be planted. In doing this we considered which sites could receive additional funding to scale up the scope of the project.

- 4.7 In working through these considerations, Diana Way in Caister was identified. This is also potentially eligible for an additional £75,000 in terms of section 106 monies, increasing the total available budget to £160,000 for park improvements. The map below outlines this area. This Park is of a good size and will have space for tree planting to take place, alongside capital works, and is a site which could achieve Green Flag status once improvement works have been undertaken.



- 4.8 The table below provides further information regarding this site.

Site	Ward	Parish	Ownership	Tenure	Function Detail	Site Category	No of equipment 5 years or less	equipment detail	inspection detail	Total pieces of Equip	SCORE	AGE RANGE AIM	PRIORITY RATING	R&M	REPLACE/ REDESIGN	Recommendation
Playground Recreation Ground Diana Way	Caister North	Caister	GYBC	Freehold	Recreation Ground	LEAP	3	Multi Play (Toddler), Spring Dolphin, Spring Turtle – 3-5 years	Multiplay perforated metal, timber rotted and chain net damaged/ molehill issues with ground levels	9	27	0-12	H		2023/2024	REDESIGN
Youth and MUGA Recreation Ground Diana Way	Caister North	Caister	GYBC	Freehold	Recreation Ground	OTHER			Some maintenance needed on skate park, muga and dog grids - refer to inspection detail for further item details	4	26	0-12	M	2022/23		R&M

- 4.9 Consultation has taken place with the relevant ward Councillors, and the proposals for this site are currently being developed. As this funding forms part of the Levelling Up Fund and involve section 106 monies, the final proposals will be presented to the Council's Policy and Resources Committee in September for ratification.

5. GYBS ANNUAL TREE PLANTING WORKS

- 5.1 The GYB Services Arboriculture Team carry out tree maintenance and tree planting across the Borough in accordance with the Service Level Agreement on behalf of GYBC. GYBS have a limited budget to undertake any new tree planting which totals approximately £20,000.

- 5.2 Every year (during the winter months) trees are planted throughout the borough in open spaces, the crematorium (including memorial trees), cemeteries, parks, rec grounds, GYBC Housing communal areas. These planting locations are usually identified through the replacement of existing tree removal due to safety concerns, existing tree stock at end of life being replaced, GYBC Council officer request and GYBC ward Councillor requests.

- 5.3 Through the completion of tree works GYBS will also encounter locations within the GYBC's responsibility suitable for additional tree planting to enhance the existing tree stock within a certain area – based on sound professional Arboriculture opinion and knowledge. Decisions to plant in these areas are subject to agreement with property services and will also include relevant ward Councillor consultation going forwards.

- 5.4 The tree planting over the last 3 years consists of:

	Total
2021/2022	34 Trees
2020/2021	35 Trees
2019/2020	55 Trees

- 5.5 The trees are planted in accordance with best industry practice – stakes, irrigation system, wildlife protection. Newly planted trees are maintained and watered for the first three years following planting to ensure establishment (and replaced when unsuccessful in first year following planting).

- 5.6 The existing/mature Tree maintenance involves undertaking all arboriculture works in accordance with relevant legislation and current arboriculture best practices including BS3998:2010 (Tree Work Recommendations). This also includes Regulations, Codes of Practice and Guidance notes provided by the arboricultural industry. Tree operations carried out by GYBS will focus on retaining existing trees wherever possible to enhance the borough aesthetically but additional services such as pollarding, fracture and natural pruning and hedge reductions are undertaken.

Other works

- 5.7 **NCC tree planting;** is undertaken under NCC highways budget managed by the Highways engineers. Providing Arboriculture advice/recommendations/generating work spec's upon NCC highways trees across the entire borough following enquiries from the public and NCC engineers.
- 5.8 **S106/GYBC Planning;** providing Tree Preservation Orders (TPO's) and Conservation Area tree works applications advice and Arboriculture recommendations for strategic planning officers. Including generating replacement planting specification/planning conditions. Working with developers and agents to agree Arboriculture matters pre planning and during planning application process.
- 5.9 Issuing TPO's to suitable trees, groups, woodlands and assessing and reissuing existing GYBC TPO no longer fit for purpose. Investigating and evidence gathering of breaches of TPO, and conservation tree works and damage to protected trees – working with GYBC enforcement officer.

Background Papers

GYBC Environmental Sustainability Strategy

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

Area for consideration	Comment
Monitoring Officer Consultation:	At ELT
Section 151 Officer Consultation:	At ELT
Existing Council Policies:	Environmental Sustainability Strategy
Financial Implications (including VAT and tax):	Addressed in the report
Legal Implications (including human rights):	Addressed in the report
Risk Implications:	Addressed in the report
Equality Issues/EQIA assessment:	Is in place for the Tress for Cities project (no issues)
Crime & Disorder:	n/a
Every Child Matters:	n/a



URN: 22-093

Subject: Scratby Damaged Gabions, Options and Recommendations

Report to: Environment Committee, Tuesday 13th September 2022

Report by: Colin Bye, Senior Coastal Advisor, Coastal Partnership East

Rob Goodliffe, Coastal Manager, Coastal Partnership Eas

SUBJECT MATTER

Following a north-easterly storm event which occurred on the evening of the 31st March 2022, a significant lowering of beach levels were seen at locations along the Great Yarmouth Borough Council's coastal frontage. This resulted in the exposure of the base of a section of the Scratby gabion structure, at its north-western extremity on the boundary between Scratby and Hemsby. A length of approximately 100 metres of the gabion structure was left damaged, including a pedestrian beach access through the defence. The area was fenced and signed to warn of danger alongside implementation of monitoring of the crest of the damaged gabion structure. This monitoring has shown no further seaward movement of the gabion structure since the initial damage. Consent has been received from the Environment Agency under Section 5 (6) of the Coast Protection Act, 1949, of the need to commence emergency works, although this does not secure funds required to complete works. Due to complex issues relating to this damage, consulting engineers were instructed by Coastal Partnership East to produce a high-level assessment of options for the damaged Scratby gabion structure. Such options are placed within the context of the SMP6 Kelling to Lowestoft Ness Shoreline Management Plan, Policy Unit 6.14, Winterton-on-Sea (South of Beach Road) to Scratby, in order to support recommendations on management of this structure going forwards.

RECOMMENDATION

That Committee :

1. Notes the work completed to date on the monitoring, analysis of longer-term changes in beach levels and production of high-level engineering options for the damaged Scratby gabion structure.
2. Supports the completion of a further formal public safety risk assessment and if identified associated small-scale works, to enhance on-site health and safety provision for the damaged Scratby gabion structure owned by Great Yarmouth Borough Council. These actions to be funded through the use of existing Great Yarmouth Borough Council coastal protection budgets.
3. Supports the commission of an initial detailed engineering investigation of the structural stability of the damaged Scratby gabions, to further inform the understanding of the stability and health and safety risks of the damaged structure. Outcomes of the initial detailed engineering investigation to be used to inform the subsequent selection of an engineering option for the damaged Scratby gabion structure and identify further design work as required. These actions to be funded in the first instance through the use of existing Great Yarmouth Borough Council coastal protection budgets, prior to wider funding by Great Yarmouth Borough Council.

1. Introduction

In 2015 Great Yarmouth Borough Council in partnership with Scratby and California Environmental Group led the construction of 877 metres of a gabion basket coast protection structure, protecting the north-western extent of Scratby village. These assets are owned by Great Yarmouth Borough Council. The cost of this scheme was £600,000, based upon a 20-year design life. The work on the scheme was completed after a ten-year campaign to install coastal defences to protect the Scratby cliffs. Extending the nearby rock revetment structure from the south-east at central Scratby to the north-west was too expensive and would not have attracted sufficient Grant in Aid from the Environment Agency. In the end the cheaper gabion scheme was selected. Of the overall £600,000 cost of construction, £330,000 was funded from Grant in Aid from the Environment Agency, £91,000 from the Regional Flood and Coast Committee, £101,000 from the Pathfinder Project, £69,000 from Great Yarmouth Borough Council and £2,000 from the Scratby and California Environmental Group.

In 2018 significant damage was done to the north-western section of the gabion structure as a result of the storm conditions in late winter/early Spring known as the 'Beast from the East', resulting in a further investment of £420,000 to repair this storm damage. Figure 1 shows the damage to the gabion structure in 2018.



Figure 1 Previous damage to Scratby Gabions following the Spring 2018 'Beast from the East'

On the evening of 31st March and 1st April 2022, storm conditions led to significant beach lowering along the north-western extremity of the Scratby gabions. The base of the gabion structure was exposed by the lowered beach, causing collapse of the gabion structure in the immediate vicinity of the pedestrian beach access and a forward rotation of the gabion structure immediately to the north-west of this access. Figure 2 shows the location of the gabion structure which was damaged in the storm event of the evening of 31st March and 1st April 2022, with Table 1 summarising the timeline for construction work/activities and storm events/damage along the Scratby gabions frontage between 2015 and 2022. Figure 3 shows changes along this length of coast before and after the storm event of 31st March and 1st April 2022. These include a significant drop in beach levels, loss of the gabion

structure in the immediate vicinity of the pedestrian beach access and forward rotation of the longer gabion structure. Figure 4 gives additional views of the forward rotation of the Scratby gabion structure.



Figure 2 Location of damaged Scratby Gabions following the storm event of the evening of 31st March and 1st April 2022

Year	Storm Event/Damage	Construction Works/Activities	Cost
2015		Construction of 877 metres of gabion coast protection structure	£600,000
2018	Damage to approximately 100 metres of the north-western section of gabions due to storm activity	Re-construction of north-western section of gabions.	£420,000
2022	Damage to approximately 100 metres of the north-western section of gabions due to storm activity	Fencing, warning signs and regular monitoring of movement of the crest of the gabion structure.	

Table 1 Timeline for construction work/activities and storm events/damage along the Scratby gabions frontage.



Figure 3 Lowering of beach levels and subsequent damage to Scratby gabion structure, March 2022 to April 2022



4th May 2022



4th May 2022

Figure 4 Forward rotation of the Scratby gabion structure, following the storm event of the evening of 31st March and 1st April 2022.

Since the damage to the gabion structure following the storm event of the evening of 31st March and 1st April 2022, the area behind the gabions has been fenced to restrict public access and warning signs have been placed on site. Regular monitoring has been completed by the Coastal Partnership East team, with measurements being taken from fixed points located on wooden posts to the rear of the line of damaged gabions to the crest of the gabion structure. The process of taking measurements from the fixed monitoring points is shown in Figure 5. This monitoring has shown no movement of the crest of the damage gabions.



Figure 5 Monitoring of damaged Scratby gabions

The Environment Agency have giving consent under Section 5(6) of the Coast Protection Act 1949 for emergency works. This is separate to any approval for funding of emergency works, with discussions suggesting that if funding was forthcoming it may be limited. Due to the complex issues relating to the damage to the Scratby gabion structure, consulting engineers were instructed by Coastal Partnership East to produce a high-level engineering assessment of options for the damaged structure.

2. Longer Term changes in beach levels at site of Scratby damaged Gabions

Figure 6 shows survey data for a beach profile cross section location at the northern extremity of California Avenue, Scratby, provided by the Environment Agency through the Anglian Coastal Monitoring Programme. This is in the immediate vicinity of the damaged Scratby gabions. The 2021 survey shows that the beach is lower and narrower than that

surveyed at this same location in 2011. This survey data also shows the beach height at this same location being lower in the 2018 survey compared to the 2015 survey, with 2015 being the year of initial construction of the gabions and 2018 being the year of reconstruction of the damaged gabions following the 'Beast From The East' storm. Lowering of beach levels increases the instability and potential for wave impacts to the Scratby gabion structure. Higher beach levels provide more support to the Scratby gabion structure. It must be emphasised that significant lowering/building up of the beach can take place over a period of a few weeks following a storm event.



Figure 6 Anglian Coastal Monitoring Programme Beach Level Data, 2011, 2015, 2018 and 2021, for transect HW433 in the immediate vicinity of the Scratby damaged gabions

Figure 7 provides photographic evidence of the lowering in beach levels in front of the gabion structure at the site of the Scratby damaged gabions, which have occurred between 2016/2019 and 2022. Figure 8 shows recent beach levels, to the immediate north-west and south-east of the site of the damaged Scratby gabions. These photographs show the presence of a relatively shallower and narrower beach and exposure of the gabion structure at the north-western extremity of the damaged Scratby gabion structure, with a relatively higher and wider beach to the south-east with the gabion structure being buried beneath sand deposits in the upper beach.



Beach Access, 2016



Beach Access, 10th June 2022



Rear of Northern Structure, 27th August 2019



Rear of Northern Structure, 10th June 2022

Figure 7 Longer term changes in beach height at the site of the Scratby damaged gabions



North-West of Damaged Gabions
19th May 2022



South-East of Damaged Gabions
21st June 2022

Figure 8 Recent beach levels to the immediate north-west and the south-east of the site of the Scratby damaged gabions

3. Shoreline Management Plan (SMP) Policy for the Scratby Gabion Frontage

The Scratby gabion frontage sits within the Policy Unit 6.14, Winterton-on-Sea (South of Beach Road) to Scratby, forming part of SMP6 Shoreline Management Plan stretching from Kelling Hard to Lowestoft Ness. Policy Unit 6.14 includes Winterton-on-Sea, Hemsby and Scratby. This Shoreline Management Plan was adopted in August 2012. Future coastal management decisions for the Scratby frontage, included those related to the damaged Scratby gabions, are driven by the adopted SMP policy for Winterton-on-Sea (South of Beach Road) to Scratby. The adopted Shoreline Management Plan policy for the Scratby gabion frontage is detailed in Table 2.

Policy Unit 6.14, Winterton-on-Sea (South of Beach Road) to Scratby: From present day (by 2025)

Not intervening at all could lead to a loss of residential properties at Scratby, where the policy was previously to hold the line. Therefore if it is physically possible, and funding is available, the line will continue to be held at Scratby in the short term to allow for social mitigation measures to be implemented. There will also be some localised dune management measures put in place as the dunes provide a natural defence, albeit subject to occasional breaching. The overall policy will therefore be managed realignment. Measures will need to be identified and implemented to help minimise the impact of this policy option on the lives of individuals and communities from the short term through to the long term. If holding the line at Scratby is not physically or financially viable then minor works (for example local placement of areas of rock, beach replenishment etc) may be undertaken here and at other selected areas, to slow the rate of coastal erosion, but not with a view to protecting the coast into the medium or long term. As and when a suitable package of social, economic and planning measures is identified, maintenance and minor repair of defences will cease, and the coastline will be allowed to continue its natural regression. Nature conservation requirements would be fulfilled by this policy option.

Policy Unit 6.14, Winterton-on-Sea (South of Beach Road) to Scratby: Medium-term (by 2055)

No change from the above policy option of managed realignment, but only to allow minimal intervention, and the removal of defence ruins. This may result in loss of seafront assets in Newport and Scratby.

Policy Unit 6.14, Winterton-on-Sea (South of Beach Road) to Scratby: Long-term (by 2105)

No change from the above policy option of managed realignment, but only to allow minimal intervention. Beaches and dunes are likely to move landward, which may result in loss of seafront assets in Newport and Scratby. However, it might be expected that these features would be sustained as a result of adopting the long-term policy options for frontages further north within the SMP shoreline.

Table 2 Adopted Shoreline Management Plan policy for the Policy Unit containing the Scratby gabion frontage.

4. Possible Engineering Options

An engineering options report has been produced by consulting engineers. These engineering options can be grouped into four themes:

- Do Nothing

- Do Minimum/Make Safe
- Remove and Replace Existing Gabions
- Replace with an Alternative Structure

A further option of monitoring with enhanced on-site health and safety provision could also be considered.

Replace with an alternative structure includes a long list of coastal defence approaches which may be considered as desirable but are unlikely to be achievable, because they are not policy compliant, unlikely to gain the necessary consents or be affordable. Photographs of these types of coastal defence options are shown in Appendix A for illustrative purposes.

The commission of an initial detailed engineering investigation of the structural stability of the damaged Scratby gabions, would further inform the understanding of the stability and health and safety risks of the damaged structure. Outcomes of the initial detailed engineering investigation could be used to inform the subsequent selection of an engineering option for the damaged Scratby gabion structure and identify further design work as required.

A summary of estimates of costings of these options are included in Table 3. These are based upon an estimated capital cost of construction per linear metre, applied to the 100 metre frontage of the damaged Scratby gabions. These estimates are high level and are not based upon design input, meaning that these costs could vary significantly.

	Option	Estimated Cost
1	Do Nothing	£0
2	Do Minimum/Make Safe	£550,000
3	Remove and Replace Existing Gabions	£725,000
4	Replace with an Alternative Structure:	
4a	Post and Rail Wave Break	£764,000
4b	Sand Filled Geo-Tubes	£984,000
4c	Dune/Cliff Recharge	£1,056,000
4d	Beach Recharge Scheme	£1,098,000
4e	Onshore Rock Armour Overlaying Existing Gabions	£1,132,000
4f	Sheet Pile Wall with Gabions	£1,268,000
4g	Concrete Revetment Mat with Gabions	£1,394,000
4h	Offshore Rock Armour	£1,793,000
A further option of monitoring with enhanced on-site health and safety provision could also be considered.		

Table 3 Long list of remedial/coastal protection approaches for the damaged Scratby gabions including cost estimates

Each of the long list options have been subjected to an initial feasibility appraisal through the Coastal Partnership East engineers in combination with the wider Coastal Partnership East team. This was based upon four factors. Technical, being the appropriateness of the coastal defence when applied to the relative short length of coast in the vicinity of the Scratby damaged gabions. Economic, being based upon the relative cost of each of the coastal defence options. Environmental, being the relative impact of the coastal defence option upon the environment. Social, being the relative acceptance of the coastal defence option by the local community. The outcome of this initial feasibility appraisal is shown in Table 4. Do Minimum/Make Safe and Onshore Rock Armour Overlaying Existing Gabions are indicated to be the more favourable options. A further option of monitoring with enhanced on-site health and safety provision could also be considered.

Option	Estimated Cost	Technical	Economic	Environmental	Social
Do Nothing	£0				
Do Minimum/Make Safe	£550,000				
Remove and Replace Existing Gabions	£725,000				
Post and Rail Wave Break	£764,000				
Sand Filled Geo-Tubes	£984,000				
Onshore Rock Armour Overlaying Existing Gabions	£1,132,000				
Sheet Pile Wall with Gabions	£1,268,000				
Concrete Revetment Mat with Gabions	£1,394,000				
Offshore Rock Armour	£1,793,000				

Colour Code Key:	More Favourable	Neither More/Less Favourable	Less Favourable
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Table 4 Initial feasibility appraisal for the long list of remedial/coastal protection approaches for the damaged Scratby gabions

5. Financial Implications

It is likely that intervention to repair the damaged Scratby gabion structure will require significant funding. Great Yarmouth Borough Council's coastal protection repair and maintenance budget would not meet the required levels of funds and Great Yarmouth Borough Council's coastal protection reserve budget does not retain sufficient funds to meet these costs.

It is indicated that the Environment Agency emergency repair grant may only be available for lower levels of funding in the order of tens of thousands of pounds and this would not meet the estimated

costs for the options included in the engineering consultants report. Additional funds would need to be identified by Great Yarmouth Borough Council, should these options be taken forward.

6. Risk Implications

Risk Implications

Risks	Mitigating Actions
Collapse of the damaged gabions at Scratby.	The completion of a further formal public safety risk assessment and if identified associated small-scale works, to enhance on-site health and safety provision to be completed through use of existing budgets.
Future coastal defence works at the site of the Scratby damaged gabions being at risk of collapse.	The commission of an initial detailed engineering investigation of the structural stability of the damaged Scratby gabions, to further inform the understanding of the stability and health and safety risks of the damaged structure. Outcomes of the initial detailed engineering investigation to be used to inform the subsequent selection of an engineering option for the damaged Scratby gabion structure and identify further design work as required.

7. Conclusions

A section of north-western extremity of the Scratby gabions is in a damaged state, due to the impact of the storm event of the evening of 31st March and 1st April 2022. Ideally engineering works are required to repair the damaged structure or make the structure safe and to prevent further damage of neighbouring sections of the defence. All of these would require further costed engineering investigations. Based on the initial investigations, it is unlikely that replacement of the structure is feasible due to constraints details in the report.

It is likely that any intervention to repair the damaged gabion structure will require significant funding. Great Yarmouth Borough Council's coastal protection maintenance budget or coast protection reserve does not meet the required levels of funds.

The completion of a further formal public safety risk assessment and if identified associated small-scale works are required, to enhance on-site health and safety provision for the damaged Scratby gabion structure owned by Great Yarmouth Borough Council.

The commission of an initial detailed engineering investigation of the structural stability of the damaged Scratby gabions is required, to further inform the understanding of the stability and health and safety risks of the damaged structure. Outcomes of the initial detailed engineering investigation are to be used to inform the subsequent selection of an engineering option for the damaged Scratby gabion structure and identify further design work as required.

3. Background Papers

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

Area for consideration	Comment
Monitoring Officer Consultation:	Yes ELT
Section 151 Officer Consultation:	Yes ELT
Existing Council Policies:	
Financial Implications (including VAT and tax):	Included.
Legal Implications (including human rights):	
Risk Implications:	Included.
Equality Issues/EQIA assessment:	Not applicable.
Crime & Disorder:	Not applicable.
Every Child Matters:	Not applicable.

URN:

Subject: Expansion of Electric Vehicle (EV) Charge Points – On-street Provision Update

Report to: Environment Committee – 13th September 2022

Report by: Miranda Lee, Head of Customer Services

SUBJECT MATTER

To provide Members of the Environment Committee an update on current EV charge point provisions and further progress & opportunities to further expand the EV charge point network across the borough.

RECOMMENDATION

To note the progression of next steps to work in partnership with Norfolk County Council on this exciting project to expand the EV Charge Point network in the borough of Great Yarmouth.

1. INTRODUCTION

- 1.1 Great Yarmouth Borough Council (GYBC) along with other district councils has been working with Norfolk County Council (NCC) on plans for the expansion of EV Charge Points across Norfolk.
- 1.2 GYBC has already made provision and implemented a number of EV Charge Points (CP) across council-owned car parks in the towns of Great Yarmouth and Gorleston. The majority have been funded following successful applications for 75% funding to the Office for Zero Emission Vehicles (OZEV)* through their ORCS scheme (On-street Residential Charging Scheme) with a further 25% contribution from the supplier (BMM Energy Solutions).

Table 1 – Current Provision GYBC Car Parks

Location	EV Charge Point Type	No. of EV CP	Servicing No. of bays for charging
Fullers Hill CP, GY	Rapid	1	2
Market Place CP, GY	Fast	2	4
King Street CP, GY	Fast	2	4
Greyfriars Way CP, GY	Fast	2	4
Beach Coach Station CP, GY	Fast	2	4
Euston Road CP, GY	Fast	2	4
St Nicholas CP, GY	Fast	2	4
Marina Centre CP, GY	Fast	3	6
High Street CP, Gorleston	Fast	1	2

**Fullers Hill CP Rapid EVCP funded by Highways Agency as part of Eastern Region Bid*

Table 2 – Charge Types

Charge Type	Power	Typical time to charge (full charge)
Rapid	50kW	20 mins – 1hr
Fast	7kW – 22kW	3-4 hrs
Domestic/Slow	3kW – 6kW	8-12 hrs

Table 3 - Usage and impact to date

Charge Type/CPO	No of Charge Sessions	CO2 saved (kg)
SWARCO – Rapid CP from April 19	2432	31,300
BMM – Fast CP from May 21	980	11,426

1 Ton of CO2 saving equivalent to 6 Trees

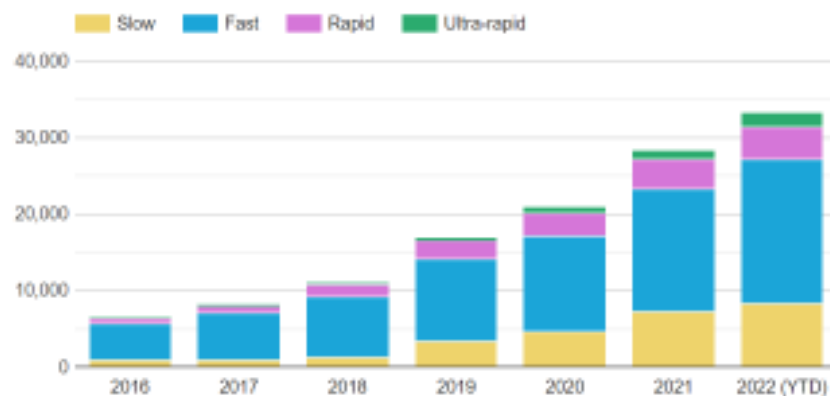
Total CO2 saving = 256



- 1.3 **UK Charge Point Network Growth** - There has been significant growth in the number of public charge points in the UK since 2020 with nearly 7,500 chargepoints added to the UK network representing a growth rate of 36%. According to published statistics the East of England represents 6.6% of the overall UK distribution.

Graph 1

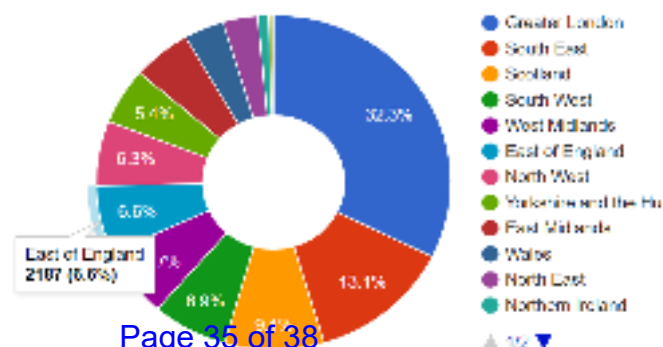
Number of public charging points by speed (2016 to date)



Source: Zap-Map database. Updated: 31st July 2022

Graph 2

Distribution of UK charging points by geographical area



2. FUTURE PLANS

- 2.1 Further car park locations are currently being explored with our existing partner BMM Energy Solutions, specialist suppliers and installers of EV equipment. It is anticipated this will lead to a third application for funding under the OZEV ORCS Scheme later in the year with BMM making a further contribution for the balance of funding.
- 2.2 In collaboration with other districts across the county, NCC recently submitted an application for funding to OZEV under the Governments pilot LEVI (Local Electric Vehicle Infrastructure) scheme with the aim to increase charging capability along the coastal areas and on the Broads. This is with a view to benefitting the local tourism sector and visitors thereby promoting multiple modes of green tourism through the provision of road vehicle, micro-mobility and boat charging hubs as well as to increase the number of charges in rural areas across the county.
- 2.3 GYBC locations included in the LEVI bid covered postcode locations in Hemsby, Martham and Winterton along with Great Yarmouth Yacht Station.
- 2.4 Although this initial application has been unsuccessful for the pilot scheme, ongoing discussions around progressing funding this project will continue with OZEV.

3. FURTHER OPPORTUNITY

- 3.1 Work to progress opportunities to increase EV Charge Points in the borough continue in alignment with the Great Yarmouth Sustainability Strategy & Action Plan.
- 3.2 GYBC has been part of ongoing discussions with NCC and other districts as part of the Norfolk Climate Change Partnership where the EV Charging Task & Finish Group was set up from October 2021. This group has ambitions to prioritise the acceleration of charge point deployment, making the most of funding opportunities to assist the rollout in a large, rural county where the market is less responsive to need and opportunity.
- 3.3 More recently GYBC and NCC have been in preliminary discussions with a potential supplier already working on a project in Norwich. GYBC have an exciting opportunity to work with NCC on a new pilot project for the borough of Great Yarmouth to expand EV charging locations/capability across the area which could lead to a larger project over a phased period covering the next 3-5 years.
- 3.4 Specifically looking to provide 'on-street' locations, initially looking to identify areas for the first pilot phase which could be delivered this year, the proposed solution utilises existing power in street lights to provide the EV Charge.
- 3.5 **Street Lights Power** - Lamposts normally have a larger electricity supply than the street light actually needs. These type of chargers working from a street light can work at 5kW. That is enough power to be able to charge a 60kW battery overnight, or to top-up following an average daily commute in just over an hour.



Additional possibility of utilising power from on-street P&D Machines



- 3.6 Identification of initial locations could result in the use of a combination of the two assets and could look to serve areas where we know there is a current and growing need, but also some residential areas across Gorleston, Great Yarmouth & Caister on Sea where there is no, or very limited home charging capability. The areas selected would be a good test and provide ongoing intelligence regarding use and need from residents and visitors which are likely to change over the coming years.
- 3.7 Investigation & feasibility into initial locations for a pilot are already underway with aspirations to have the installations completed by the end of this year.

4. NEXT STEPS

- 4.1 Member engagement – Members of the Great Yarmouth Transport & Infrastructure Steering Group have been updated on progress and consulted on potential locations for the initial pilot.
- 4.2 Procurement – Norfolk County Council will be the lead organisation as the Highway Authority and are investigating the appropriate procurement route.

5. FINANCIAL IMPLICATIONS

- 5.1 Based on initial discussions around funding options, it is likely that through a procurement exercise, a partner supplier willing to fund/invest 100% of the cost of the total project would be sought with opportunities to look at profit share arrangements between the three parties.
- 5.2 By seeking a 100% funding contribution we eliminate the requirement to apply for partial Government funding and this should simplify and speed up the process of project delivery.

Area for consideration	Comment
Monitoring Officer Consultation:	As part of ELT
Section 151 Officer Consultation:	As part of ELT
Existing Council Policies:	Sustainability Strategy
Financial Implications (including VAT and tax):	Yes, as outlined in the report
Legal Implications (including human rights):	Procurement
Risk Implications:	No
Equality Issues/EQIA assessment:	Yes
Crime & Disorder:	No
Every Child Matters:	No