

Reference: 06/21/0984/F

Parish: Great Yarmouth

Officer: Robert Parkinson

Expiry Date: 20.04.2022

Applicant: Mr W Abbott, Observation Wheel UK Ltd

Proposal: Proposal erection of a 50m high observation wheel - including supporting structures, decking, ramp access and a ticket office - continuous permission for a period of 3 years from 1st February 2022 until 1st February 2025 - this includes provisions to install / derig the proposal

Site: South Beach Gardens, Marine Parade (east of The Royal Hotel, 4 Marine Parade, and north of the Sea Life Centre)

Procedural note: This application is brought before the Development Control Committee as a connected application by virtue of the application site being land owned by Great Yarmouth Borough Council.

The applicant has served 'Certificate B' notice on the landowner as required by Articles 13 & 14 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and the application has been reported to the Monitoring Officer on 23rd February.

REPORT

1. The site

- 1.1 The application site is positioned on Marine Parade which forms the main tourism destination for the town of Great Yarmouth. The site is located within and at the southern end of the South Beach Garden, and is a mixture of hard standing, pavements and grassed areas of public amenity land.
- 1.2 Neighbouring uses / buildings include the Sea Life Centre and Winter Gardens to the south, the remainder of South Beach Garden to the north (which is also the site of an approved 'Slingshot' tourist attraction' [see 'planning history' below]), and the Marina Centre further to the north of that. Buildings to the west include the various hotels, restaurants, kiosks and business of the seafront.

2. Site constraints / context

- 2.1 The South Beach Garden adjoins the beach and is an area of formal open space with low level landscaping and with views out towards the sea. The site is within the No. 16 Seafront Conservation Area.
- 2.2 Following adoption of the Local Plan Part 2 (LPP2), the site is within the defined Great Yarmouth Seafront Area, relevant to LPP2 policy GY6.

3. Proposal

- 3.1 The application seeks permission to erect and operate a mobile 'Observation Wheel' tourist attraction, measuring 50m in diameter and orientated east-west.
- 3.2 A discrepancy between measurements shown on the submitted plans has been noticed which the applicant is investigating and Committee will be updated at the meeting. As submitted, the centre of the wheel will be approximately 25m above ground level. The overall height is therefore approximately 55m-60m above existing ground levels.
- 3.3 A discrepancy between plans has been noticed which the applicant is investigating and Committee will be updated at the meeting. As submitted, the main dimensions of the proposal are:
 - Ground level platform rising to 3m tall and ticket office building of 4m height.
 - Canopy above the platform base of 5m height.
 - The centre of the rotating wheel axel appears to be 32-33m above existing ground levels.
 - Wheel diameter without gondolas = 50m.
 - Overall height above ground = 62m.
- 3.4 The wheel is constructed of steel spokes and four external supporting legs spanning from the centre axel. The wheel houses 36no. 6-person gondola 'pods', which hang freely from individual spokes which circulate around the outside of the wheel. The whole structure is proposed as being white in colour.
- 3.5 The wheel is sited above a rectangular platform base sited underneath the central portion of the wheel. This platform covers an area of approximately 17.5m x 24.5m and includes entrance and exit ramps and a 'loading bay' for passengers to access the gondolas, as well as containing the supporting leg structures. The platform is of varying height to allow more customers to access the gondolas at once via steps and ramps, so the outer edges of the base platform structure rise up to 3m height and are solid in form.
- 3.6 The ticket office is single storey with curved canopy roof, rising to 4m tall, positioned on the north side of the wheel. The platform, entrances and ticket office are covered by a curved canopy roof 5m high. The design of the structure should mean that no perimeter fencing is needed to enclose structures though details of any public queuing enclosures have not been provided.

- 3.7 Groups of up to 6 people can board a capsule gondola at a time, meaning there is capacity in theory for 216 users at any one time. The facility is said to create jobs for 6 FTE employees during the operation.
- 3.8 The hours of operation / public use are proposed as:
- 11:00 - 21:00 Monday – Friday
 - 11:00 – 22:00 Saturdays
 - 11:00 – 21:00 Sundays, Bank and Public Holidays
- 3.9 The application seeks permission to operate and decommission the apparatus at any time for 3 years until 01 February 2025. As such there is no expectation that this will be disassembled and moved off-site during the off-season.

4. Relevant Planning History

- 4.1 The same application site was used for a similar ‘observation wheel’ between March and November 2021, which has since been disassembled and removed from the site.

Permission 06/21/0093/F: Approved 09 April 2021 -

Proposed construction and operation of 50m tall, 48m diameter Ferris Wheel with 36no. six person capacity gondolas, supporting platform and siting of 5no. associated temporary containers for storage and site operations; for temporary use until 14th November 2021.

- 4.2 The 2021 permission was limited to the one period of use, and was justified partly by the benefits it brought to the tourism sector in Great Yarmouth and the boost it offered to the post-pandemic economic recovery.
- 4.3 In addition to this site, permission was approved in March 2021 for a visitor attraction "Slingshot" on land at the northern end of South Beach Gardens, to the immediate north of this site (application 06/20/0554). This permission allows for use only between 1st March and 31st October, and only until 1st December 2022. Outside these periods the slingshot structure is required to be disassembled and removed from the site.
- 4.4 The Development Committee also approved a similar Giant Wheel / Ferris Wheel in 2006, on land at the former boating lake south of Nelson Gardens on South Beach Parade - permission 06/06/0441/F which has since been discontinued. The wheel within that proposal was a 65m diameter wheel, so would have been taller than the current application. There were no time limits imposed in respect of the duration of that permission so it was effectively granted as a permanent permission.

5. Consultations:-

A site notice was posted, the application as advertised in the press, and neighbouring premises were written to.

5.1 There have been no objections raised, and no public objections received.

5.2 The adjoining Sea Life Centre business has expressed its support, stating:

“I fully support this application. Having had a wheel of the same size in the same location in 2021, it was clear that this was an extra asset to the Great Yarmouth sea front and really drove some great national tourism PR and looked great. The benefit of this new state of the art wheel is that it will be an all year round operation and not just seasonal. this will help to give extra reasons for more visitors to the resort as well as providing more local, secure employment.”

Conservation Officer - no objection.

5.3 Whilst Conservation Officers declined to comment on this occasion it should be noted that comments were supplied for the 2021 observation wheel and this proposal is slightly taller and for longer duration. Their previous comments must therefore be considered a material consideration and are described within assessment in this report.

Local Highway Authority – no objection, subject to conditions.

5.4 Initial concerns were expressed to the original submitted plans being proposed to oversail the public highway, but these were resolved by the revised plans. there is no objection to the revised plans, subject to condition (re no overhanging / structures to affect the highway).

Environment Agency - no objection, subject to conditions and informative notes.

5.5 As the proposal is in Flood Zone 3, and because as no Flood Risk Assessment (FRA) has been submitted the Agency would normally object, but in this case the applicant has provided a High Tide Document including Flood Response Plan and commitment to liaise further to secure appropriate safety measures in discussion with local authority emergency planners and the Agency. It is accepted that a full FRA would not be required due to the nature of the development, but the developer should still show how the structure will be structurally sound and safe in a flood event. The submitted flood response plan should be considered by the LPA and emergency planners.

Emergency Planner – no objection subject to conditions.

5.6 The applicant should provide an emergency evacuation plan or evidence that the facility will not be used in severe weather events (e.g high winds, flood threat, rain). The High Tide Statement has subsequently been confirmed to satisfy these concerns.

Relevant Policies:

Core Strategy 2015:

Policy CS6 – Supporting the local economy

To ensure that the conditions are right for new and existing businesses to thrive and grow, there is a need to continue to strengthen the local economy and make it less seasonally dependent. This will be achieved by:

(g) Supporting the local visitor and retail economies in accordance with Policies CS7 and CS8.

Policy CS8 – Promoting tourism, leisure and culture

To ensure the tourism sector remains strong, the Council and its partners will:

(c) Safeguard key tourist, leisure and cultural attractions and facilities, such as ... the Sea Life Centre, Marina Centre...

(e) Support the development of new, high quality tourist, leisure and cultural facilities, attractions and accommodation that are designed to a high standard, easily accessed and have good connectivity with existing attractions

(f) Encourage a variety of early evening and night time economy uses in appropriate locations that contribute to the vitality of the borough and that support the creation of a safe, balanced and socially inclusive evening/night time economy

(j) Ensure that all proposals are sensitive to the character of the surrounding area and are designed to maximise the benefits for the communities affected in terms of job opportunities and support for local services

Policy CS9 – Encouraging well-designed, distinctive places

The Council will ensure that all new developments within the borough:

a) Respond to, and draw inspiration from the surrounding area's distinctive natural, built and historic characteristics, such as scale, form, massing and materials, to ensure that the full potential of the development site is realised; making efficient use of land and reinforcing the local identity

b) Consider incorporating key features, such as landmark buildings, green infrastructure and public art, which relate to the historical, ecological or geological interest of a site and further enhance local character

Policy CS10 – Safeguarding local heritage assets

(a) Conserving and enhancing the significance of the borough's heritage assets and their settings, such as Conservation Areas, Listed Buildings, Scheduled Ancient Monuments, archaeological sites, historic landscapes including historic parks and gardens, and other assets of local historic value

(b) Promoting heritage-led regeneration and seeking appropriate beneficial uses and enhancements to historic buildings, spaces and areas, especially heritage assets that are deemed at risk

Policy CS13 – Protecting areas at risk of flooding or coastal change

Policy CS16 – Improving accessibility and transport

Local Plan Part 2 (LPP2) (2021):

Policy GY6: Great Yarmouth Seafront Area

Within the 'Great Yarmouth Seafront Area' as defined on the Policies Map, the Council principally aims to:

- a. encourage year-round, sustainable tourism;
- b. encourage investment in major new tourism, leisure and entertainment facilities;
- c. resist the loss of key tourism uses to non-tourism uses;
- d. conserve the seafront's heritage assets and bring them back into viable, active use where possible;
- e. promote high quality design;
- f. maintain and improve the public realm and the area's open spaces; and
- g. manage access and traffic.

Policy A1: Amenity

Policy E1: Flood Risk

Policy E5: Historic Environment and Heritage

Other material considerations:

National Planning Policy Framework (2021):

- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well-designed places
- Section 14 – Meeting the challenge of climate change and flooding
- Section 16 – Conserving and enhancing the historic environment

6. Assessment of Planning Considerations:

Section 38(6) of the Planning and Compulsory Purchase Act requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the plan unless material considerations indicate otherwise.

Principle of development

- 6.1 The location of the development is considered acceptable in principle as it is a commercial holiday tourist attraction / use in accordance with the designated area for such attractions (the Great Yarmouth Seafront Area) defined by the Core Strategy and Local Plan Part 2, so the use in this location is deemed policy compliant.
- 6.2 Policy CS8 of the adopted Core Strategy states the potential of the holiday industry should be maximised, and new attractions of a good quality should be

supported if they are of good design and with good access and connections to its surroundings.

- 6.3 Policy GY6 specifically encourages year-round, sustainable tourism and new investment in major new tourism, leisure and entertainment facilities.
- 6.4 Policy GY6 does recognise the need to conserve the seafront's heritage assets and so securing a high quality design of facility is essential as part of this, as is the need to maintain and improve the public realm and the area's open spaces such as South Beach Gardens.
- 6.5 As such, subject to other concerns the principle of development should be considered acceptable subject to appropriate mitigations discussed within the report.

Design and amenity

- 6.6 The white colour of the wheel and supporting structure will feel less visually intrusive, whilst at ground-floor level the sides of the 3m tall platform and the ticket office are proposed to be white to match, which can be required by condition.
- 6.7 Notwithstanding the light colour, it is considered that these are likely to appear quite dominant over a large area heavily frequented by the public, and few details have been provided by way of details of these structure walls. It is therefore considered necessary and reasonable to expect more details of the articulation of these elements, and include a scheme of public art or graphic design to be added to the sides, whilst preventing their use for advertisements. This would satisfy expectations of policies CS9, GY6 and E5 to enhance the public realm and preserve setting of heritage assets.
- 6.8 The ground-level apparatus and ticket office are arranged grouped together under a series of curved roof / canopies to provide shelter but the effect creates improved unity to the overall appearance and a consolidated whole, in contrast to former iterations which arguably appeared slightly more haphazard.
- 6.9 The proposal is not considered to significantly and adversely affect the neighbouring uses, although a temporary use limited by condition will ensure that the use can be assessed.
- 6.10 Noise is not expected to be excessive for the seafront tourist attraction area, as the process is electrically powered and no generators are needed, and no music is proposed; these can also be prevented by conditions.

Highways and access

- 6.11 Initially the proposed siting as first submitted would have seen the wheel and gondolas oversail the public highway along the Marine Parade promenade, but

the proposal was since revised and moved 6m east to avoid the public highway, and oversailing is now only experienced on the east side of the site.

- 6.12 The revised plans have removed the immediate danger or obstruction caused by oversailing the public highway, so vehicle access will not be impeded.
- 6.13 The wheel is to be orientated east-west and so the scale of the wheel means that gondolas do 'oversail' some of the north-south walkways, but these are at least 5m high so pedestrian movement is not impeded.
- 6.14 Although the platform structure occupies a large area of the public garden there will remain a good inter-connection of paths across and within the site to minimise the disruption to pedestrian movement or interconnectivity of shops and services with the beach for example. Officers are not aware of any accessibility problems caused by the stationing of the 2021 wheel in this location, and local businesses have anecdotally suggested the attraction brought tourism benefits through 'linked visits'.
- 6.15 There is a good availability of public car parking in the area, public transport is good and the site is easily recognisable and accessible for pedestrians so the highways impacts of this tourism attraction are not considered significant.

Historic Environment

- 6.16 The development is within the Seafront Conservation area (No 16) and the South Beach Gardens make an important contribution to the setting of the historic frontage and the appearance of the conservation area as well as being an important part of the public realm. There would be visual scarring and damage caused to this area by the installation of such a structure for 3 years.
- 6.17 In terms of design, the structure is of significant and overwhelming scale far taller than the surrounding townscape. Whilst of modern, sleek appearance, the proposal is nevertheless considered significantly different from the historic character of the surrounding area, which includes some fine examples of Victorian and Edwardian architecture, including the impressive Windmill Theatre facing the site. However, the seafront character is mixed overall, and one of the main characteristics of the area includes the modern, eclectic forms of attractions such as the rides and similar facilities at the Pleasure Beach and Joyland, elsewhere on the seafront. These all add to the vibrancy of the area, contributed to by the amusement features along Marine Parade.
- 6.18 It is noted, as per the Conservation Officer's concerns, that a permanent placement of the wheel would cause a longer detrimental impact to the historic character overall, and the proposal will partly obscure some significant views, such as those towards the Winter Gardens when approaching from the north. However, considering the high quality of design, the inter-visibility through the structure, and the prevailing temporary character of the development, it is considered that the wheel will stand apart and be seen in a completely different

content to the heritage of the area, and this level of harm can be assessed to be "less than substantial harm" in the terms of the NPPF Paragraph 202.

- 6.19 Furthermore, the proposed white colour is suggested to by the applicant to make the structure a distinct artefact rather than a pastiche, providing clarity as to the wheel's temporary status and perhaps being more palatable to the general public. Whilst there is no suggestion from Officers that the wheel should in any way attempt to fit into the surroundings, there is merit to the idea that it appears alien enough to be distinct from the heritage value of the Borough townscape.
- 6.20 It is noted that the 'slingshot' proposal to the north has a temporary permission only, which was a pre-requisite for the acceptance of that structure by both the Conservation Officer and Historic England, the principles of which would also apply to his site.
- 6.21 No lighting on the wheel is proposed or indicated, and conditions can be used to ensure than any such proposals are agreed by the LPA, with an expectation that these will be static and not flashing, so the impact at night will be minimal and there should be no confusion with sea navigation.
- 6.22 Whilst the wheel would be compatible with the changing nature of the immediate seafront, its impact has been seen to be far-reaching across the flat landscape and low-level profile of the Borough and setting of the Broads landscapes.
- 6.23 Once installed, however, it takes on a permanent appearance, especially when the traditional tourism season ends. A temporary permission is necessary to ensure the wheel does not detract from the heritage value of the area on a permanent basis, even the defined seafront area; although three years is still a considerable period of time, it is nevertheless considered that the structure will continue to be read separately from both the urban environment and the wider landscape of the Borough and its surroundings.

Flood risk

- 6.24 The site is within Flood Zone 3 but it is not considered necessary to require the applicant to undergo a sequential test to explore alternative locations of lower risk for the development given the encouragement for such uses under policy GY6. Although a Flood Risk Assessment has not been provided sufficient alternative arrangements are made to ensure there is appropriate safety considerations and emergency plans in place. As with the 2021 proposal where the Environment Agency took the view that the vulnerability of the use to coastal flooding would not change, being a 'less vulnerable' use, there is no objection as long as the proposal includes a Flood Response Plan to be prepared and implemented.
- 6.25 Unlike the 2021 wheel and the neighbouring 'slingshot' permission, it is not proposed to dismantle or remove the structure out-of-season (Oct-March)

meaning the proposal will be able to be in operation during the winter months which often have more severe weather and greatest risk of coastal flooding. The development is unlikely to affect existing drainage / surface water flows.

- 6.26 The submitted High Tide Action Plan forms a suitable Evacuation Plan which shall be required to be used at all times to ensure there are appropriate flood warnings received to staff on-site.

Economic and Tourism impacts

- 6.27 It is considered that the proposal will provide an attraction which will improve the overall visitor appeal of the town. The attraction will have good connections to the wider holiday uses. It is not considered that the proposal will reduce the wider viability of the holiday centre by undermining existing businesses or other uses in the vicinity; if anything, this attraction is likely to boost footfall and encourage more visitors to the town to the benefit of other business.
- 6.28 Access to the beach / seafront is maintained, and the development should not interrupt the busy flow of pedestrians and holiday makers in the area.

Other material considerations

- 6.29 It is noted that the previous permission for a giant wheel at South Beach Parade considered the implications for air traffic and the defence estates safeguarding service due to the height of the structure. Whilst the wheel is at least 50m in height the nearby wind turbines at Scroby Sands are said to be 67m tall, so there are unlikely to be significant implications other than the need to advise pilots of lower-flying aircraft such as helicopters etc and temporary updates to charts and mapping records. As with the former wheel, the developer can be required by condition to notify the defence estates and National Air Traffic Control (including Norwich Airport).
- 6.30 Similarly the Port Authority sought precautions with the former wheel, and these can be replicated in this instance.
- 6.31 It is noted that the 2006 permission for an observation wheel was for a height of 68m and that gave rise to concerns over television and other mobile communication signals. Whilst that concern was addressed by conditions, it is not considered necessary in this occasion due to the subsequent changeover to digital and fibre technologies for television, radio and broadband, and no such concerns have been raised through the consultation on this application or the 2021 permission.

Local Finance Considerations

- 6.31 Under Section 70(2) of the Town and Country Planning Act 1990 the Council is required when determining planning applications to have regard to any local

finance considerations, so far as material to the application. Local finance considerations are defined as a government grant such as new homes bonus, or the Community Infrastructure Levy (which is not applicable to the Borough of Great Yarmouth). Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority, for example.

7. The Planning Balance

- 7.1 The minor level of heritage harm and impact on the appearance of the seafront and overall historic nature of the town is considered to be outweighed by the economic benefits and the importance of social recreation, boosting the town's recovery from the Covid-19 pandemic and enhancing the town's reputation and attraction as a 'staycation' destination. As a temporary facility until November 2021 the heritage, design impacts and loss of useable public open space are all considered to be accepted as a consequence of gaining enhanced tourist attractions and boost to the seasonal economy.

8. Conclusion

- 8.1 The benefits of installing the wheel as a visual attraction within the sea front, and the benefits the temporary use will bring for the tourism economy, will help boost the attraction of Great Yarmouth and the wider Borough over the next 3 years as the economy continues to recover. Immediate jobs creation may be modest but the benefits are wider through linked trips and encouragement to invest in the town. As a tourist destination it will complement the regeneration taking place within the town, and in some respects will provide an alternative focus for visitors whilst regeneration works are ongoing.
- 8.2 Its role within the sea front should remain temporary, however, whilst there are other initiatives being concluded such as completion of the Marina Centre, the Gorleston seafront masterplan project, and the ambitions of the Local Plan Part 2 which should all be given time to be realised. Notwithstanding that the application has requested a 3 year and 'seasonal' permission, it is not considered appropriate to entertain a longer permission anyway, given the need to monitor economic benefit and heritage impact.

9. RECOMMENDATION: -

Approve - The proposal complies with the aims of Policies CS1, CS6, CS8, CS9, CS10, CS13 and CS16 of the Great Yarmouth Core Strategy, and also Policies GY6, A1, E1 and E5 of the Local Plan Part 2.

Subject to the following conditions:

1. This permission shall expire on 01 February 2025. By this date the use shall be discontinued and the structure and its associated equipment including the kiosks, shipping containers, stores, platform, fencing and all associated infrastructure shall be removed from the site and the site and garden land shall be returned to its previous state and restored with replacement landscaping as necessary within two months of the cessation of the use.

The reason for the condition is:-

The time limited restriction is imposed in order to retain control over the use of the site, to ensure that the detrimental impact on heritage assets is temporary and repairable, and in the interest of the amenities of the locality.

2. The development shall be undertaken in strict accordance with the revised plans and details.

All works shall be completed before the Wheel is first brought into use and thereafter shall be maintained in accordance with the approved scheme, unless otherwise first agreed in writing with the Local Planning Authority.

The reason for the condition is :-

In the interests of the appearance of the visual amenities of the locality and the appearance of the Seafront Conservation Area.

3. There shall be no use of the development hereby permitted until the ticket office and sides of the platform structure have first been painted white to match the colour of the wheel and its supporting structure, which shall be retained as such thereafter.

The reason for the condition is :-

In the interests of the appearance of the visual amenities of the locality and the appearance of the Seafront Conservation Area.

4. There shall be no use of the development hereby permitted until a scheme for providing detail and articulation to the external walls of the platform structure has first been submitted to and approved in writing by the Local planning Authority, which shall be installed in accordance with the approved details prior to the first use of the development, and which shall be retained as such thereafter.

The reason for the condition is :-

In the interests of the appearance of the visual amenities of the locality and the appearance of the Seafront Conservation Area and to provide a high quality of design and visual interest to support the tourism economy and reflect the heritage of the area.

5. There shall be no use of the development hereby permitted until a scheme for providing public art or graphic designs at the development, for example upon the external walls of the platform structure, has first been submitted to and approved in writing by the Local planning Authority, which shall be installed in accordance with the

approved details prior to the first use of the development, and which shall be retained as such thereafter.

The reason for the condition is :-

In the interests of the appearance of the visual amenities of the locality and the appearance of the Seafront Conservation Area and to provide a high quality of design and visual interest to support the tourism economy and reflect the heritage of the area.

6. In the event of the observation wheel ceasing to be operational for any longer than 21 consecutive days, the use hereby permitted shall cease on the site and the structure and equipment constructed or brought onto the land in connection with the use shall be removed within 3 months of the use ceasing.

The reason for the condition is :-

To ensure in the event of the observation wheel falling out of use that the site is left in a satisfactory condition.

7. There shall be no use of the development hereby permitted until all staff and operatives have first been made aware of the requirements to comply with the measures set out in the submitted High Tide Action Plan, and have first received training to implement the Flood Evacuation Plan. The High Tide Action Plan and Evacuation plan shall thereafter be maintained and retained in accordance with those submitted details for the duration of the development.

The reason for the condition is :-

In the interests of the safety of the public and site operatives in the event of extreme weather and/or flooding.

8. There shall be no use nor installation of any flashing or strobe lighting or advertisements added within the development hereby permitted, unless otherwise first agreed in writing by the Local Planning Authority.

The reason for the condition is :-

In the interests of the visual amenities of the area and to ensure any lighting does not compromise navigational safety for vessels at sea and to maintain residential and neighbouring amenity.

9. There shall be no use nor installation of any amplified sound systems within the development hereby permitted, unless otherwise first agreed in writing by the Local Planning Authority.

The reason for the condition is :-

In the interests of maintaining residential and neighbouring amenity.

10. There shall be no use nor installation of any advertisement or signage on the

development hereby permitted, unless otherwise first agreed in writing by the Local Planning Authority.

The reason for the condition is :-

In the interests of maintaining residential and neighbouring amenity.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no fencing of any type or height shall be installed or erected or used in association with the development hereby permitted, unless otherwise first agreed in writing by the Local Planning Authority.

The reason for the condition is :-

In the interests of highway safety and pedestrian movement and visual amenity.

12. The observation wheel shall not be operational outside the following times:-

- 11:00 - 21:00 Monday – Friday
- 11:00 – 22:00 Saturdays
- 11:00 – 21:00 Sundays, Bank and Public Holidays

The reason for the condition is :-

In the interests of neighbouring amenity and in accordance with the application form.

13. No part of the proposed structure (the observation wheel, including any support frames and platform etc.) shall overhang or encroach upon highway land and no gate/barriers, etc, shall be erected on the highway or door shall open outwards over the highway.

The reason for the condition is :-

In the interests of highway safety.

14. There shall be no use of the development hereby permitted until the applicant has first notified the Defence Estates Safeguarding service, and the National Air Traffic Control Service (Norwich Airport) of the following information:-

- a) precise location of development
- b) dates of intended use period and decommissioning
- d) the height above ground level of the tallest structure
- e) the maximum extension height of any construction equipment
- f) details of any illumination of the site

The reason for the condition is :-

To ensure that aeronautical charts and mapping records can be updated.

(Note - Defence Estates Safeguarding can be contacted at Kingston Road, Sutton Coldfield, West Midlands B75 7RL; and National Air Traffic Control is based at Norwich Airport).

INFORMATIVE NOTES

1. It is the Applicant's responsibility to clarify the boundary with the public highway. Private structures such as fences, or walls will not be permitted on highway land. The highway boundary may not match the applicant's title plan.

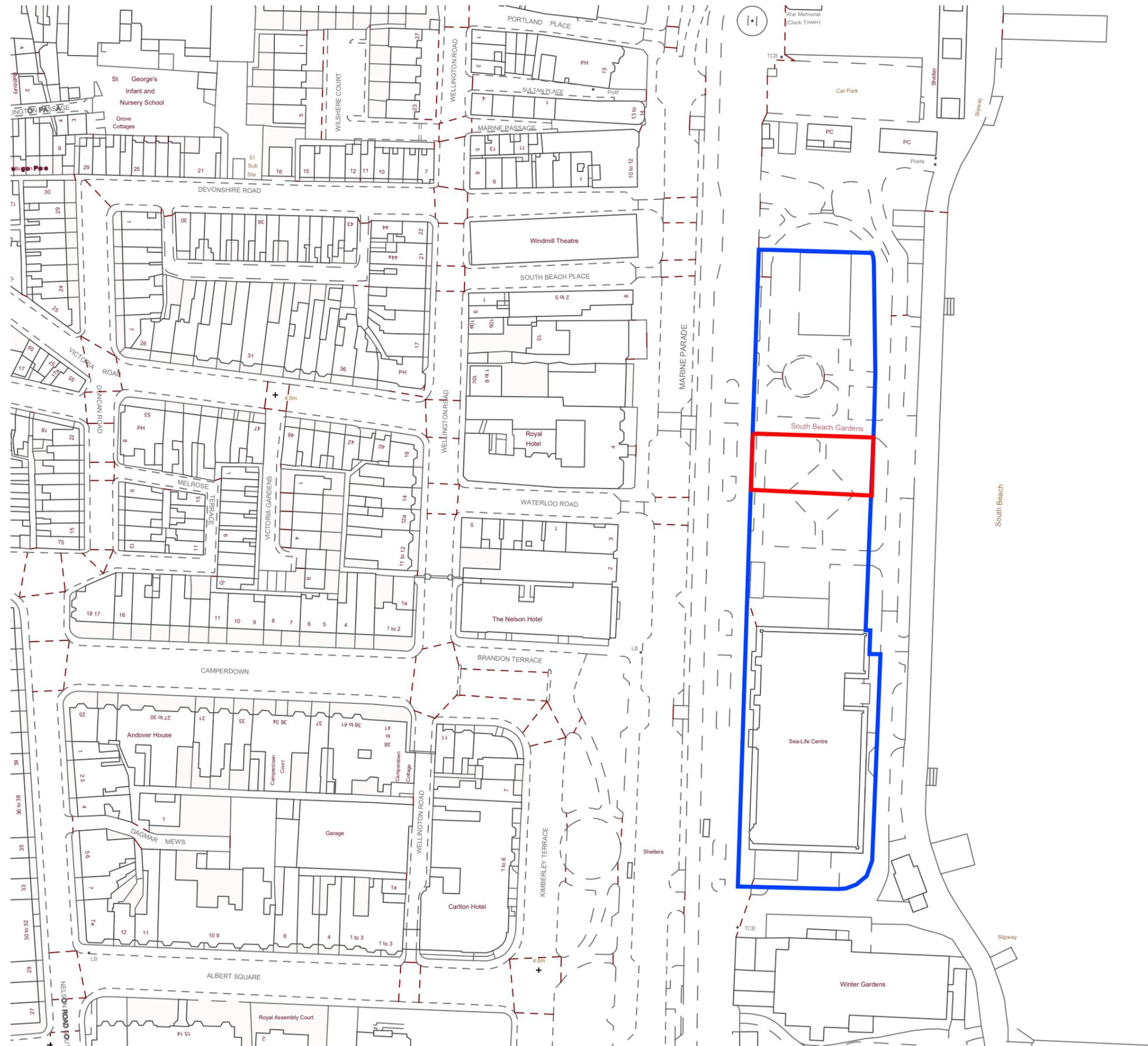
For further details please contact the highway research team at highway.boundaries@norfolk.gov.uk.

2. STATEMENT OF POSITIVE ENGAGEMENT: In dealing with this application Great Yarmouth Borough Council has actively sought to work with the applicant in a positive and proactive manner.

And any other conditions considered appropriate by the Development Manager.

Appendices:

- 1) Site Location Plan
- 2) Proposed Site Layout Plan
- 3) Proposed Elevations - East & West
- 4) Proposed Elevations - North & South
- 5) Artists Impressions



1

SITE LOCATION PLAN

1:1250

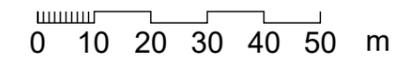
NOTES

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THIS SHALL INCLUDE RESTRICTIONS ON THE FORM AND CONTEXT IN WHICH IT MIGHT APPEAR.

CONFIDENTIALITY: THE DRAWING WILL BE PROVIDED FOR THE STATED PURPOSE AND FOR THE SOLE USE OF THE NAMED CLIENT ONLY. IT WILL BE CONFIDENTIAL TO THE CLIENT AND THE CLIENT'S PROFESSIONAL ADVISERS.



KEY
 APPLICATION SITE BOUNDARY (RED LINE)
 OTHER LAND OWNED BY THE APPLICANT (BLUE LINE)

P1 30.11.21 Issued for Planning

STATUS STAGE 3 - PLANNING



Client: Observation Wheel UK Ltd

Proposal: Observation Wheel

Location: SEALIFE CENTRE
 Great Yarmouth

Drawing No: AL-10-001

Drawing Name: Site Location Plan

Revision: P1

Scale: 1:1250 @ A3

Date: October 2021

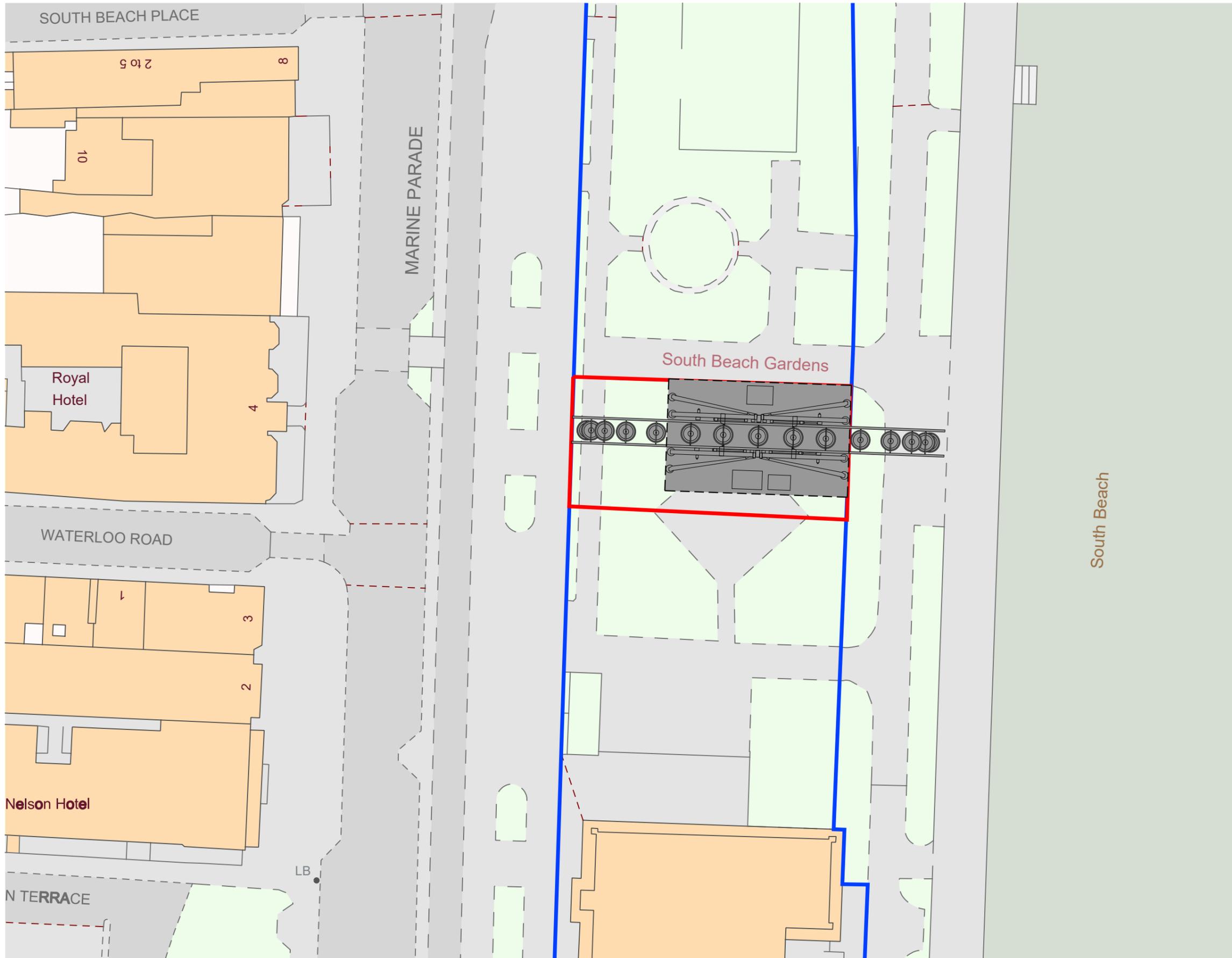
Drawn: MS Checked:WA

Sand and Shingle

Mean High Water

Sand and Shingle

Mean Low Water



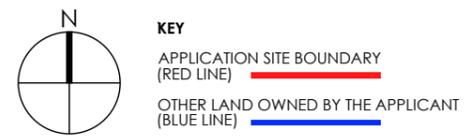
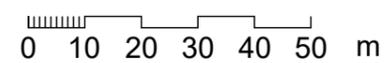
NOTES

ALL DIMENSIONS ARE TO BE CHECKED ON SITE
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P2 22.12.21 Wheel m'vd to highway edge
 P1 30.11.21 Issued for Planning

STATUS STAGE 3 - PLANNING



Client: Observation Wheel UK Ltd

Proposal: Observation Wheel

Location: SEALIFE CENTRE Great Yarmouth

Drawing No: AL-20-001

Drawing Name: Proposed Site Plan

Revision: P2

Scale: 1:500 @ A3

Date: October 2021

Drawn: MS Checked:WA

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P1 30.11.21 Issued for Planning

STATUS STAGE 3 - PLANNING



Client: Observation Wheel UK Ltd

Proposal: Observation Wheel

Location: SEALIFE CENTRE
Great Yarmouth

Drawing No: AE-20-002

Drawing Name: Proposed Elevations
- East and West

Revision: P1

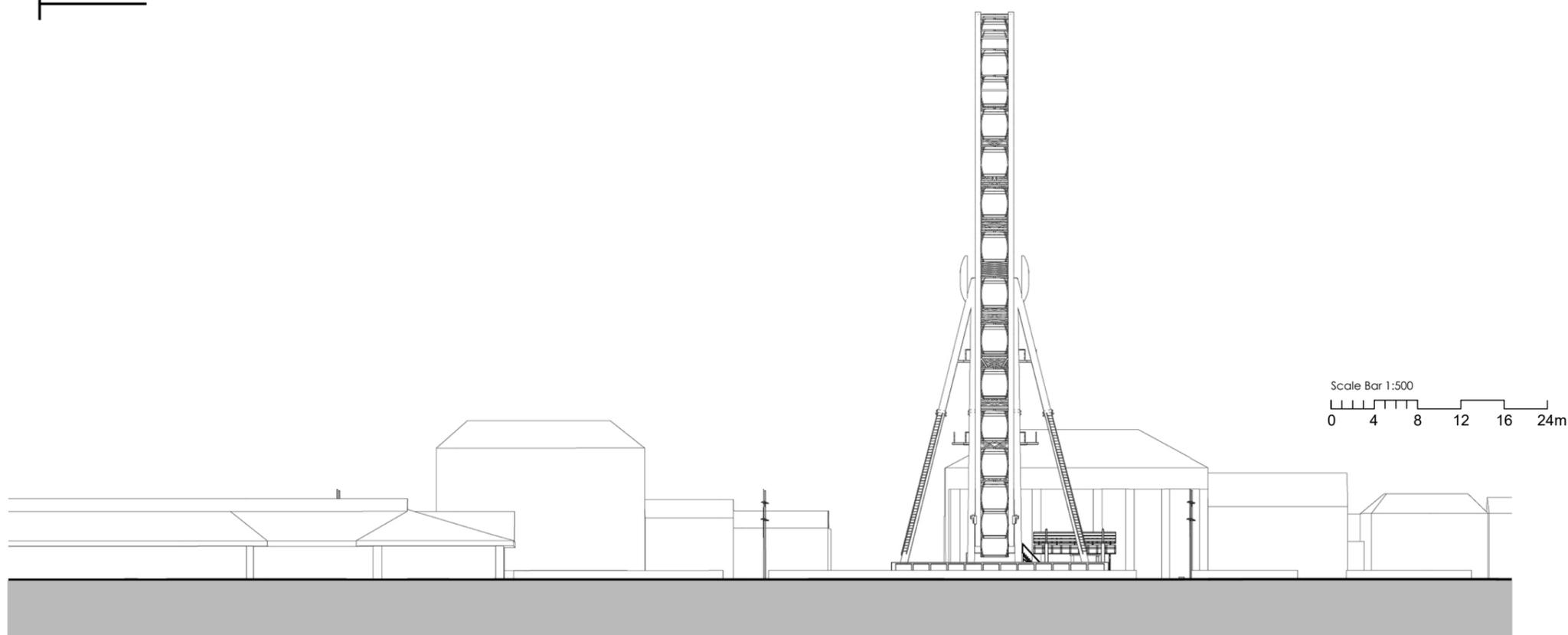
Scale: 1:500 @ A3

Date: October 2021

Drawn: MS Checked:WA



1 WEST ELEVATION
1:500



2 EAST ELEVATION
1:500

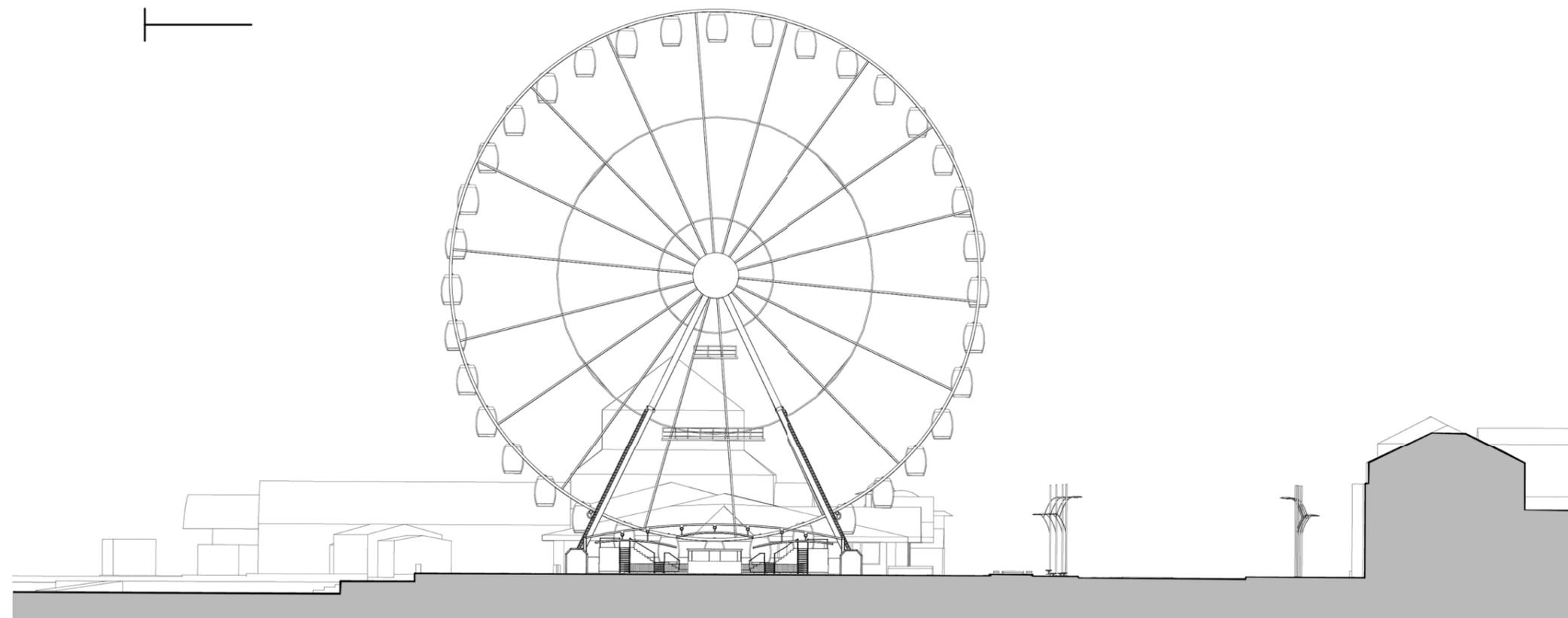
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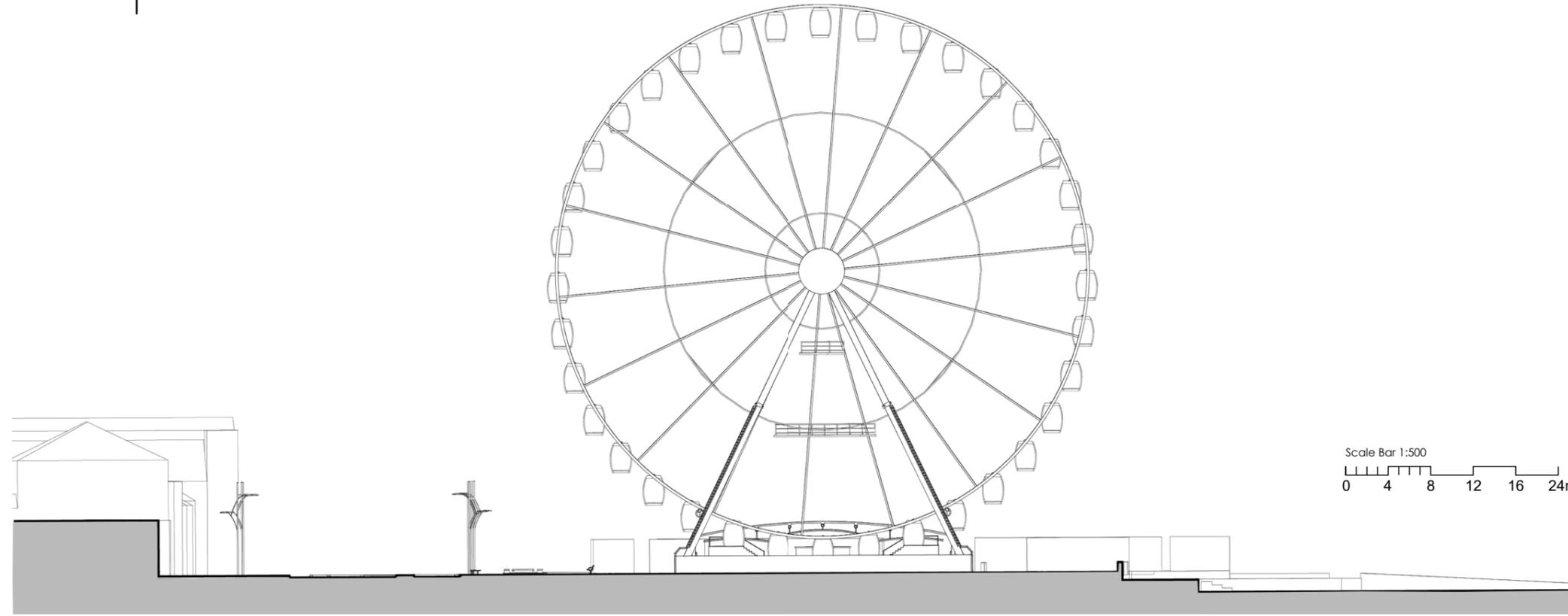
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1 NORTH ELEVATIONS
 1:500



2 SOUTH ELEVATION
 1:500

P1 30.11.21 Issued for Planning

STATUS STAGE 3 - PLANNING



Client: Observation Wheel UK Ltd

Proposal: Observation Wheel

Location: SEALIFE CENTRE
 Great Yarmouth

Drawing No: AE-20-001

Drawing Name: Proposed Elevations - North & South

Revision: P1

Scale: 1:500 @ A3

Date: October 2021

Drawn: MS Checked:WA



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P1 30.11.21 Issued for Planning

STATUS STAGE 3 - PLANNING



Client: Observation Wheel UK Ltd

Proposal: Observation Wheel

Location: SEALIFE CENTRE
 Great Yarmouth

Drawing No: AV-20-001

Drawing Name: Proposed 3D Artists Impressions

Revision: P1

Scale: NTS @ A3

Date: October 2021

Drawn: MS Checked:WA