

- Application Number: **06/23/0096/F** - [Click here to see application webpage](#)
- Site Location: Leisure Site at South Beach Gardens, Marine Parade, Great Yarmouth, Norfolk, NR30 3AH
- Site Location Plan: See Appendix 1
- Proposal: Proposed Temporary permission (3 years) for the erection and operation of a 52m tall star flyer attraction (ride)
- Applicant: Mr W Abbott, 237 Liverpool Road, Great Sankey, Warrington WA5 1RD
- Case Officer: Rob Tate
- Parish & Ward: Great Yarmouth, Nelson Ward
- Date Valid: 06-02-23
- Expiry / EOT date: 03-04-23
- Committee referral: A connected application - the Borough Council is the landowner.
- Procedural note 1: This application was reported to the Monitoring Officer as an application submitted by the Borough Council, as applicant, for determination by the Borough Council as Local Planning Authority. The application was referred to the Monitoring Officer for their observations on 15/03/23, and the Monitoring Officer has checked the file and is satisfied that it has been processed normally and that no other members of staff or Councillors have taken part in the Council's processing of the application other than staff employed within the LPA as part of the determination of this application.

RECOMMENDATION: APPROVE subject to conditions**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 northern 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 south (which is also the site of an approved 'Ferris Wheel' tourist attraction' [see 'planning history' below]), and the Marina Centre further to the north. Buildings to the west include the various hotels, restaurants, kiosks and business of the seafront.

2. The Proposal

- 2.1 The application seeks a temporary 3 year permission for the erection and operation of a 52 metre tall star flyer attraction ride.

- 2.2 The proposed star flyer is a steel structure with a height of 52.5 metres. The ride would have 16 passenger capsules which would seat 2 people each. The proposed ride is a chair swing ride which spins the capsules at a height.
- 2.3 The star flyer would have a footprint of 18 metres in diameter (21 metres when including the steps). The loading area for passengers is positioned within the base area and the stairs are movable around the base to suit conditions.
- 2.4 The structure is predominantly white in colour with aspects of red detailing and green chairs. The base is proposed to be faced in white panels, along with the ticket office.
- 2.5 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

These are identical to the operating hours of the adjacent Ferris Wheel.

- 2.6 The application seeks permission to operate and decommission the apparatus at any time for 3 years until the 1st March 2026. As such there is no expectation that this will be disassembled and moved off-site during the off-season.

3. Site Constraints

- Within the development limits as defined by GSP1
- Within the Great Yarmouth Sea Front Area defined by GY6
- Within Flood Zone 3 (tidal)
- Risk of Surface Water Flooding – 1 in 100 event
- Within No 16 Sea Front Conservation Area

4. Relevant Planning History

Reference Number	Decision	Decision Date	Description of Development
06/21/0984/F	Approved	23-03-22	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
06/21/0093/F	Approved	09-04-21	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.
06/20/0554/F	Approved	11-03-21	Removal of condition 1 of pp 06/17/0348/F - expiry of permission

06/17/0348/F	Approved	14-07-17	Change of use from vacant land to the siting of a 'Slingshot' amusement ride, along with the erection of fencing and installation of matting
--------------	----------	----------	--

5. Consultations

External Consultees

5.1

Local Highways Authority	No Objection
Comments: n/a	
Officer Comments	n/a

5.2

Environment Agency	No Objection
<p>Comments:</p> <p>We have included brief comments in regards to Environmental Permitting Regulations and Flood Risk in our response.</p> <p>Environmental Permitting Regulations –</p> <p>In accordance with The Environmental Permitting (England and Wales) (Amendment) (No.2) Regulations 2016, Schedule 25, Part 2, these works will not require a Flood Risk Activity Permit.</p> <p>Flood Risk –</p> <p>We are confident that these works will not increase flood risk and thus have no objection to the application of flood grounds. You may want the applicant to provide an emergency flood plan, showing how the risk would be managed in times of flooding. This would need approval from the emergency planners.</p>	
Officer Comments	GYBC's Resilience Officer has been consulted and raised no objection subject to conditions (included later in report).
Use of Condition / Informative notes?	A Flood Risk Emergency Action Plan will be required by conditions.

Internal Consultees

5.3

Conservation Officer	No Objection
Comments: n/a	

Officer Comments	Although no comments have been provided on this application, despite this being a significant structure and addition to the Conservation Area, it is not unreasonable to assume the same issues would apply as were recently raised with the adjoining Ferris Wheel development. These principles are assessed in the 'heritage' section of this report.
------------------	--

5.4

Environmental Health Officer	No objection - Subject to conditions
<p>Comments:</p> <p>Noise: A Noise Impact Assessment is required to determine the likely impact of noise from mechanical equipment and people noise (associated with customers of the attractions).</p> <p>External Lighting: Details of external lighting should be submitted and approved by the Local Authority prior to installation.</p> <p>I also request the following Informative Comments:</p> <p>Construction noise notification: The applicant is strongly recommended to advise neighbouring businesses and residential occupiers of the proposals, including any periods of potentially significant disturbance e.g. demolition or piling, together with contact details in the event of problems.</p> <p>Hours of Work: Due to the close proximity of other residential dwellings and businesses, the hours of any construction or refurbishment works should be restricted to reduce the likelihood of noise disturbance to: 0730 hours to 1830 hours Monday to Friday 0830 hours, 1330 hours Saturdays and with No work on Sundays or Bank Holidays.</p>	
Officer Comments	<p>The concern for mechanical noise and audience / user noise is understandable due to the type of attraction proposed, but given the distance to the nearest residential receptors, previous attractions on the land and the noise data sheets provided, a Noise Impact Assessment is not considered to be necessary in this instance.</p> <p>As such, it is not recommended to include a requirement for a noise assessment by condition if granted permission.</p>
Use of Condition / Informative notes?	<p>Conditions should be included for:</p> <ul style="list-style-type: none"> - Limiting hours of operations - Preventing amplified noise - Preventing strobe / flashing lighting

5.5

Resilience Officer / Emergency Planner	No Objection subject to conditions
<p>Comments:</p> <p>I have reviewed the application which included High Tide Scenario Procedures. I would like to see that evidence that the action plan is operationalised as part of daily procedures once the attraction is in place (actions associated with named individuals). Would expect that this is part of health and safety documentation and risk assessment.</p>	
Officer Comments	<p>Requiring use of an Emergency Action Plan shall be required by condition.</p> <p>Further advise to liaise with the Emergency Planning should be included on the decision notice as an informative note.</p>
Use of Condition / Informative notes?	The flood action plan should be conditioned to be provided and made available prior to the first use of the ride.

6. Publicity & Representations received

6.1. Ward Member(s) – Cllr(s) K Robinson-Payne; M Jeal; and T Wright

No comments received.

6.2. Public Representations

Type of consultation undertaken:

- Site notice and press advert (development in / adjacent to a Conservation Area)

Representations received:

- At the time of writing two public comments of support have been received citing the benefit to the surrounding tourist uses this proposal would have.

7. Relevant Planning Policies

The Great Yarmouth Core Strategy (adopted 2015)

- Policy CS6 – Supporting the local economy
- Policy CS8 – Promoting tourism, leisure and culture
- Policy CS9 – Encouraging well-designed, distinctive places
- Policy CS10 – Safeguarding local heritage assets
- Policy CS13 – Protecting areas at risk of flooding or coastal change
- Policy CS16 – Improving accessibility and transport

The Great Yarmouth Local Plan Part 2 (adopted 2021)

Policy GY6: Great Yarmouth Seafront Area
Policy A1: Amenity
Policy E1: Flood Risk
Policy E5: Historic Environment and Heritage

8. Other Material Planning Considerations

National Planning Policy Framework (July 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

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990:

Section 72 requires with respect to any buildings or other land in a Conservation Area, that special attention shall be paid to the desirability or preserving or enhancing the character or appearance of that area.

9. Planning Analysis

- 9.1. Legislation dictates how all planning applications must be determined. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 9.2. Section 70(2) of the Town and Country Planning Act 1990 (as amended) states: *In dealing with an application for planning permission the authority shall have regard to–*
- (a) the provisions of the development plan, so far as material to the application,*
 - (aza) a post-examination draft neighbourhood development plan, so far as material to the application,*
 - (b) any local finance considerations, so far as material to the application, and*
 - (c) any other material considerations.*

This is reiterated at paragraphs 2 and 47 of the National Planning Policy Framework.

Main Issues

The main planning issues for consideration include:

- Principle of Development
- Design and Amenity
- Heritage and Historic Environment
- Flood Risk
- Economic and Tourism Impacts

Assessment:

Proposal summary: Proposed Temporary permission (3 years) for the erection and operation of a 52m tall star flyer attraction (ride)

10 Principle of Development

- 10.1 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 proposed use in this location is deemed policy compliant.
- 10.2 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.
- 10.3 Policy GY6 specifically encourages year-round, sustainable tourism and new investment in major new tourism, leisure and entertainment facilities.
- 10.4 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.
- 10.5 As such, subject to any other concerns being able to be resolved, the principle of development should be considered acceptable subject to appropriate mitigations discussed within the report.

11 Design

- 11.1 The proposed star flyer would be a tall and prominent feature within the sky line of Great Yarmouth and would be visible from beyond the town due to the flat landscape of the town and The Broads beyond. The central tower of the star flyer will be a white colour which will help to mitigate this height and impact within the street scene and wider landscape / townscape.
- 11.2 The ground-level apparatus and ticket office are arranged grouped together at the base of the star flyer. The attraction, despite its height, has a relatively limited footprint and therefore will not appear dominant at street level. The red detailing on the base panels helps to break up the monotony of the white ride and will mean that this will not appear unduly dominant, especially when experienced in the context of the nearby panels of the Ferris Wheel.
- 11.3 The ride is of a design which is typical of a sea front tourist attraction. This would satisfy expectations of policies CS9, GY6 and E5 to enhance the public realm and preserve the setting of heritage assets.

12 Amenity

- 12.1 The proposal is not considered to significantly and adversely affect the neighbouring uses, although a temporary use limited by condition will ensure that the impacts of the use can be assessed.
- 12.2 Whilst the comments of the Council's Environmental Services team are noted, in this instance, noise is not expected to be excessive for the seafront tourist attraction area – given the surrounding attractions. As such, requiring a Noise Impact Assessment to be submitted to demonstrate the suitability of the use in this location would be considered excessive in this instance. This is because whilst the unit does include a diesel generator, the data sheets which have been provided would indicate that at source the generator would generate 81dB of noise, with this reducing to a satisfactory rate before reaching the nearest residential receptor 73 metres away (likely to be below 20dB and lower when considering noise level reductions of the flat itself). Furthermore, the attraction is unlikely to generate noise of significantly differing levels to the previous slingshot ride which occupied the site.
- 12.3 Whilst there are no means for Planning to control the noise created by users of this open-sided adrenaline ride, other precautions can be taken to reduce the overall cumulative impact. The development can be required to prevent the playing of amplified music shall by way of condition; such a measure is necessary as noise impacts have not been assessed at this stage by the applicant, but if these features were required for the attraction there would be an opportunity to apply to include them with appropriate information.

13 Historic Environment

- 13.1 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.
- 13.2 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that LPAs pay special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area.
- 13.3 Core Strategy Policy CS10 requires that development seeks to "Conserve and enhance 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"
- 13.4 Policy E5 expands upon this stating that in accordance with national planning policy and Policy CS10 of the Core Strategy, proposals for development should seek to conserve and enhance the significance of heritage assets, including any contribution made by their setting, by positively contributing to the character and local distinctiveness of the area.
- 13.5 Although it is noted that the ride is of a similar height to the neighbouring Ferris Wheel, in the wider context 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.

- 13.6 The narrow footprint of the tower nevertheless helps to ensure that the impact of the height is somewhat mitigated at least at streetscene / street level. Furthermore, the application is for a temporary period of 3 years only which would ensure that any impact on the historic environment would not be on a permanent basis.
- 13.7 It should be noted that whilst the Conservation Section raised no comments on this application, they did caution when the Ferris Wheel was being considered that the Ferris Wheel adjacent should not be considered suitable for permanent or long-term use as it 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. Such concerns are not dissimilar to the impacts caused on this adjoining development albeit this proposal may have a slightly lesser impact due to its slimmer profile.
- 13.8 It is also noted that the 'slingshot' development previously sited in this location was also granted 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 this development at the same site.
- 13.9 There has been no lighting scheme proposed for the star flyer ride. A condition can be imposed to ensure that 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 or disturbances to neighbouring occupiers. This will further mitigate the impact of the ride on the surrounding historic context
- 13.10 Due to the temporary appearance and steel structure, the ride will clearly be read in a different context to the surrounding historic environment. When considering the harm of the proposal on the surrounding designated heritage assets this is considered to fall within "less than substantial" harm in the terms of NPPF paragraph 202.
- 13.11 The proposal is for a temporary installation of a ride. Whilst it is acknowledged that 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. As such, the proposal would preserve the character and appearance of the Conservation Area and comply with policies CS10 and E5 and address the requirements of Section 72.
- 13.12 Notwithstanding compliance with local policy, in accordance with Paragraph 202 of the National Planning Policy Framework, the development should only be considered favourably if the public benefits are considered to outweigh the level of harm identified. This is appraised in the concluding Planning Balance section of this report.

14 Flood Risk

- 14.1 The site is located within Flood Zone 3. Whilst not supported by a Flood Risk Assessment *per se*, the application is supported by a statement outlining the High Tide Waterfront Scenario and a Flood Action Plan.
- 14.2 Although the site is within Flood Zone 3 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.
- 14.3 The Environment Agency have replied to consultation with no objection noting that they “are confident that these works will not increase flood risk and thus have no objection to the application of flood grounds.” In respect of the Ferris Wheel, for example, the Environment Agency took the view that the vulnerability of the use to coastal flooding would not change, being a 'less vulnerable' use, and there was no objection to that proposal as long as the proposal included a Flood Response Plan to be prepared and implemented.
- 14.4 The Resilience Officer has been consulted on the application and whilst raising no objection to the scheme noted that they would wish to see evidence that the Flood Action plan is operationalised as part of daily procedures. It should be conditioned that this is provided and made available prior to the first use of the ride.

15 Highways and Access

- 15.1 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.
- 15.2 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.
- 15.3 The Local Highways Authority (Norfolk County Council) have been consulted on the application and raised no objection to the scheme.

16 Economic and Tourist Impacts

- 16.1 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.
- 16.2 Access to the beach / seafront is maintained, and the development should not interrupt the busy flow of pedestrians and holiday makers in the area who are not users of the Star Flyer.

17 Other material considerations

- 17.1 The previous permissions for giant observation wheels at both at South Beach Gardens and South Beach Parade considered implications for air traffic and the defence estates safeguarding service due to the height of those structures (50m and 67m respectively). 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 advertise the rides presence to pilots of lower-flying aircraft such as helicopters etc and temporary updates to charts and mapping records. As with the two wheels, the developer can be required by condition to notify the defence estates and National Air Traffic Control (including Norwich Airport).
- 17.2 Similarly the Port Authority sought precautions with both former wheels, and these can be replicated in this instance.
- 17.3 The 2006 permission for an 68m-tall observation wheel 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 either of the two observation wheel permissions on land adjoining this site.

18 The Planning Balance

- 18.1 The nature of the development is encouraged in this location in principle. There is a minor level of heritage harm and impact on the appearance of the seafront and overall historic nature of the town, but this is considered to be limited to a 'less than substantial' scale predominantly due to being a temporary proposal. The visual impacts of the proposal are mitigated through the temporary nature of the development and its white colour and narrow footprint of the proposal. Amenity impacts and disturbance can be limited by appropriate conditions. There are also some economic benefits from the development as well as a level of importance to the benefits gained from improved social recreation.
- 18.2 Paragraph 202 of the NPPF requires that any harm to designated heritage assets needs to be assessed against the public benefits of the proposal. In this instance, the proposal would provide clear benefits to the local economy and improve the tourist provision on offer on of the main tourist areas within the Borough. This benefit is considered to outweigh the 'less than substantial' harm caused to the surrounding designated heritage assets, and as a result the development should be approved.

19 Conclusion and Recommendation

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

RECOMMENDATION:

It is recommended that application should be APPROVED, subject to the following conditions

Proposed Conditions:

1. The development must be begun not later than three years beginning with the date of this permission.

The reason for the condition is :-

The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Before the attraction or any related installations hereby permitted are first brought on to the site, a photographic record of the site and its condition of landscaping prior to the installation shall be undertaken. The results of the photographic survey shall be submitted to the Local Planning Authority prior to the first use of the ride hereby permitted.

The reason for the condition is:-

To provide a suitable record to assist in site reparation, to ensure that the detrimental impact on heritage assets is temporary and repairable, and in the interest of the amenities of the locality.

3. This permission shall expire on 01 March 2026. By this date the use shall be discontinued and the structure and its associated equipment 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.

4. The development shall be carried out in accordance with the following revised plans received by the Local Planning Authority on the 6th February 2023:

Site Location Plan:	AL-00-001
Proposed Site Plan:	AL-20-001
Proposed 3D Artists Impressions:	AV-20-001
Proposed Elevations (east/west):	AE-20-002
Proposed Elevations (north/south):	AE-20-001
General Drawing:	04/04
Generator Data Sheets:	Model C110 D5 (6B)
High Tide Water Front Scenario and Action Plan:	LTR_236001_C2_230202

The reason for the condition is:-

For the avoidance of doubt.

5. 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 (reference (LTR_236001_C2_230202), 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.

6. 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.

7. 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.

8. 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.

9. The Star Flyer ride the subject of this permission 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.

10. 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:-

- precise location of development
- dates of intended use period and decommissioning
- the height above ground level of the tallest structure
- the maximum extension height of any construction equipment
- 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).

11. In the event of the star flyer attraction 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, and the site and public gardens land shall be returned to its previous state and restored with replacement landscaping as necessary, sufficient to match the condition and landscaping of the site seen within the photographic record required by part (a) of condition 1 of this permission.

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.

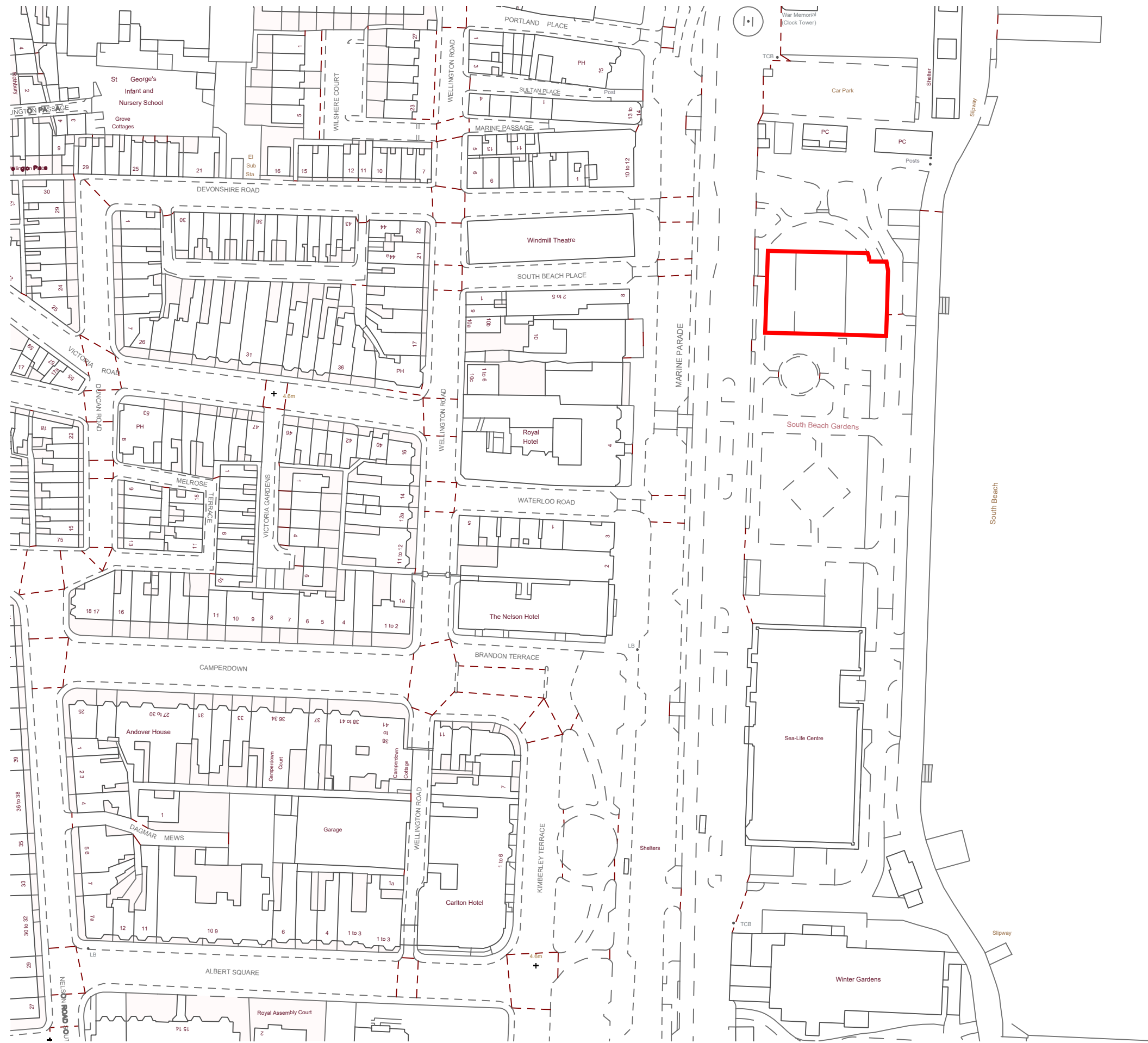
INFORMATIVES:

To include –

1. Advice and contact details for liaising with the Emergency Planner / Resilience Officer.

Appendices:

1. Site Location Plan



1 SITE LOCATION PLAN
1:1250

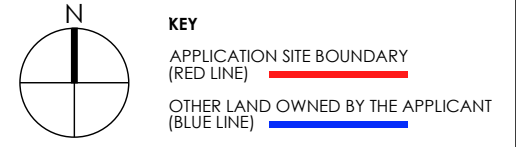
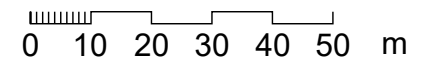
NOTES

ALL DIMENSIONS ARE TO BE CHECKED ON SITE
THIS DRAWING SHALL NOT BE SCALED TO ASCERTAIN ANY DIMENSIONS WORK TO FIGURED DIMS ONLY

RESTRICTIONS ON PUBLICATION: NEITHER THE WHOLE OR ANY PART OF THE REPORT NOR ANY REFERENCE TO IT MAY BE INCLUDED IN ANY PUBLISHED DOCUMENT, CIRCULAR OR STATEMENT NOR PUBLISHED IN ANY WAY WITHOUT WRITTEN APPROVAL OF THE DIRECTOR OF OBSERVATION WHEEL UK.

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.



P1 02.02.2023 Issued for Planning

STATUS STAGE 3 - PLANNING



Client: Observation Wheel UK Ltd

Proposal: Star Flyer Attraction

Location: Leisure Site
Marine Parade
Great Yarmouth

Drawing No: AL-00-001

Drawing Name: Site Location Plan

Revision: P1

Scale: 1:1250 @ A3

Date: February 2023

Drawn: MS Checked:MS

Sand and Shingle
Mean High Water
Mean Low Water