



CAISTER-ON-SEA

CAISTER-ON-SEA PARISH COUNCIL
The Council Hall
1 Yarmouth Road
Caister-On-Sea
Norfolk
NR30 5DL

Office: 01493 738 474

Opening Hours: Monday – Thursday 9:30am – 12:30pm

**Minutes of the Full Parish Council Meeting held on Monday 6 January 2025 at 7.00pm at
The Council Hall, 1 Yarmouth Road, Caister-On-Sea, Norfolk, NR30 5DL**

In attendance:	
Parish Councillors:	Kevin Wood, Paul Hammond, Peter Sleet, Danny Godbolt, Chris Kirk, Claire Thompson, Andrew Robinson, Sandy Griffiths, John Hemsworth, Lorna Cutler, Alan Walker, Robin Wilkinson, Sue Wilkinson, Jerry Fearnley & Jan Jarzembski.
Borough Councillors:	Gary Boyd
County Councillors:	None
Parish Clerk:	Karina Green & Outgoing Clerk Mrs Elizabeth Dyble
Guests:	Michele O'Keefe, Responsible Finance Officer & Burials Clerk
Parishioners:	5

The Chair opened the meeting, welcoming Councillors and Parishioners.

The Chair, Cllr. Kevin Wood, acknowledged the outgoing Clerk, Mrs Elizabeth Dyble's 49 years of service by awarding the Freedom of the Parish on behalf of The Parish Council and parishioners.

110. Apologies

Apologies received from Cllrs. Alison Scotter & Penny Carpenter

111. Declarations of Interest for items on the agenda and dispensations for Councillors with a pecuniary interest

No declarations of interest regarding agenda items or requests for dispensation received.

112. Minutes of the Full Council meeting held on Monday 2 December 2024

The minutes were **agreed** as a true record of proceedings.

113. Public Open Forum

- a. Question regarding the new Lidl store. No planning has been applied for to date to the knowledge of the Council.
- b. Question regarding the extent of the removal of the hedge rows on Jack Chase Way. The amount of hedgerow removed is what has been declared for the first stage of the development.
- c. Yarmouth to Norwich Road bypass – cats eyes are not working to their full effect causing dangerous driving conditions. **Clerk to raise with Norfolk Highways.**
- d. Request for double yellow lines on St. Nicholas Drive outside the shop – **Clerk to raise with Norfolk Highways** and parishioner also advised to report to Norfolk Highways. Council also suggested arranging a petition from residents to be able to pass to Norfolk highways. **Chair to link in the Police.**
- e. Suggestion to put speed bumps on through Yarmouth Road, High Street area – Council advised this would not be approved due to the speed limit being too high.

Report from Penny Carpenter:

- f. Beach Road Car Park pot holes – Instruction sent to Great Yarmouth Borough Council Highways Engineer and Norfolk County Highways Engineer instructing both parties that left over monies from Highways budget are to be used to fill pot holes. Council have previously raised concerns over the state of repair of the car park and questioned why it is not being maintained by Great Yarmouth Borough Council as it is their responsibility to repair and maintain.
- g. Land at the bottom of Braddock Road – Notification that the Borough Council will be serving notices on a number of individuals asking them to remove their possessions from land which is in the ownership of the council. **Cllr. Gary Boyd to request further detail.**
- h. Land off the Mallards Estate – Following correspondence from The Parish Clerk regarding complaints received about the state of the pedestrian pathway which had been churned up by a heavy vehicle, the complaint has been forwarded onto the Director for the Estate and the Environmental Manager asking for an inspection to be carried out and the IDB to be contacted. **Cllr. Gary Boyd to follow up.**

114. Financial Matters

a. Accounts, income and expenditure for December 2024 **agreed** by Council.

ACCOUNTS FOR PAYMENT 6 JANUARY 2025				
HALL ACCOUNT				
Salaries	Salaries to 31.12.24	977.59		977.59
E-On	Electricity - Direct Debit	114.28	5.71	119.99
British Gas	Gas 30.11-30.12.2024	394.42	78.88	473.30
PRS/PPL	Music Licence	1,585.76	<u>317.15</u>	1,902.91
D L Gunton	Window cleaning 28 December 2024	<u>20.00</u>		20.00
		£3,092.05	£401.74	£3,493.79
GENERAL ACCOUNT				
Salaries	Salaries to 31.12.24	6,227.91		6,227.91
	Expenses	26.00		26.00
	Tel. rental + calls December	25.00		25.00
Nest	Pension T Marsden	33.37		33.37
British Telecom	Telephone/Broadband 738474	77.48	15.49	92.97
Caister In Bloom	Attending Floral Displays around Village	20.00		20.00
Starboard Systems	Scribe Accounts Subscription (Nov)	69.00	13.80	82.80
Starboard Systems	Scribe Accounts Subscription (Dec)	69.00	13.80	82.80
Heart 2 Heart	Locked Caddy Cabinet	400.00		400.00
Micro Tec	Repair to Laser Printer	305.00	61.00	366.00
Williams Garage				
Caister Ltd.	3 x Christmas Trees	350.00	70.00	420.00
Amazon	Drafting Chair	66.66	13.33	79.99
Amazon	Extending Paint Roller	19.16	3.83	22.99
Amazon	Internal Solid State Drive	20.27	4.05	24.32
Amazon	Wall Mounted Post Box	24.99	5.00	29.99
Amazon	Paint Roller and Brush Set	8.31	1.66	9.97
Access DBS Check	DBS Check Ms K Green	34.70		34.70
Viking Direct	Office Equipment	330.02	66.00	396.02
Viking Direct	Keyboard and Mouse	20.01	<u>4.00</u>	24.01
Wave Water	Water & Sewerage Charges 12.6-11.12.24	310.84		310.84
Inland Revenue	PAYE Contributions	<u>1,560.10</u>		<u>1,560.10</u>
		£9,997.82	£271.96	£10,269.78

	Grand Total	£13,089.87	£673.70	£13,763.57
INCOME				
Interest	£389.47			
Lettings	£2,834.50			
Rent	£450.00			
Newsletter	£30.00			
Allotment Rents	£40.00			

- b. The RFO introduced herself to council and summarised the work undertaken to date:
- i. Good working relationship established with new Clerk and areas of accountability defined
 - ii. Handovers are complete with both Clerk and Asst. Clerk
 - iii. An audit on Scribe for 2024/25 underway in order to move to Scribe reporting for the February meeting of Council
 - iv. An action plan to address points raised in the internal audit of 2024 has commenced
 - v. Training booked and started for all areas of role, both RFO and burials
 - vi. FILCA qualification started

115. Planning

06/24/0922/PAD Application for Prior Approval for the proposed conversion and change of use of the first floor only, from retail use (Class E(a)) into a 2 bedroom residential dwelling flat (Use class C3) AT 51A St Nicholas Drive, Caister NR30 5QT – **No recommendations** from Council.

116. Correspondence

- a) **Parishioner** – email received addressing 3 separate issues:
- i. The roundabout at the top of Norwich Road is dangerous with the trees on it, as this obscures your vision and does not allow you to see if any traffic is coming onto the roundabout from Filby direction; **Clerk to contact Norfolk Highways**
 - ii. A request for there to be a 20 mph speed limit on Brooke Avenue and St Nicholas Drive, as there is a large volume of traffic (including countless mini

buses going to the John Grant School) which uses these roads as a cut through to avoid the traffic lights; **Clerk to contact Penny Carpenter as Head of Children's Services regarding the route the mini buses are taking and speeding/parking issues that are associated with this.**

- iii. The developers are causing a large amount of mud to lay on top of the road at the junction of Jack Chase Way and the turn off into Prince of Wales Road - I think the developers are obliged to remove any mud from the highway caused by heavy machinery on a development site? **Cllr. Gary Boyd to take this forward with Norfolk County Council. Council to write to Persimmon Homes and Norfolk County Council regarding the obligation to clear the road and expectation to have/use a tyre wash facility.**

- b) **Parishioner** - Sorry to have to contact you but I wish to draw attention to the state of the Pump Lane access to amenity land south of Westerly Way. The dykes have been recently dredged and the digger has left deep muddy tracks in the Pump Lane access which had not been reinstated (this is normally done by using the bucket to flatten the ground when the work is completed) The state of the access path is now deterring people to use the amenity land for dog walking or recreation. **Cllr. Gary Boyd to follow up with Great Yarmouth Borough Council as per Penny Carpenter's report, including the Council's request for compensation for the hundreds of tree saplings that have been destroyed.**
- c) **Cllr P Sleet** - There have been many associated complaints resulting from the misdirected attempt to cut the Nature reserved areas on the field in question the operative managed to destroy over 500 1-2 year old tree saplings planted by the villagers of Caister. These saplings were planted to define the reserved areas and were between 30-45 cm tall and these need to be replaced by the Borough at their expense. There needs to be a strong letter of complaint sent by the PC for the Village to the Head of Recreation/Parks and Gardens detailing the damage caused by there not adhering to previously agreed plans. This activity was ill conceived and not properly researched against existing agreed actions. **Gary Boyd to progress as per point 113(h) above.**
- d) **Cllr P Sleet** - Since Persimmon Homes commenced work on their Jack Chase Way site the West Road/Westerly Way dykes are running at an abnormally high level. While this may be coincidental, it is new to residents of over 20 years standing in the village, the more likely explanation could be that debris has run off the site during the recent bad weather

causing a blockage to the existing Drain and Dyke network. There are concerns by residents that adjoin these dykes that while they see no immediate danger they are naturally concerned of a risk to property of flooding.

Action required: GYBC and EA/IDB to be informed and for them to investigate, report and inform the Parish Council and Parishioners of their assessment of Flood Risk and mitigating options. **Cllr. Gary Boyd to investigate.**

e) **Clarke Telecom** - Upgrade to Radio Base Station Installation. **Noted**

f) **Parishioner** - I am currently in dialogue with Norfolk County Council and Great Yarmouth Borough Council over a document called the Great Yarmouth - Local Cycling and Walking Infrastructure Plan (2022) (see meeting paper 8) - further referenced as the LCWIP.

I have looked at and challenged the LCWIP for the routes north of Great Yarmouth to Caister on Sea and safe routes onwards to northside villages (California, Scratby, Ormesby, Hemsby, Winterton etc). Per the LCWIP the routes being proposed are highly unimaginative (very costly, lacking safety focus and failing on many inclusivity aspects) shoe horning cycle lanes/walking paths alongside busy roads like the A149/Caister Road, Caister High Street and Ormesby Road. It is also running massively behind schedule, indeed the only part of the entire route they have any concrete plans for is for the west 500m of Jellicoe Road (traffic lights to Jellicoe bridge). Further it would seem apparent from correspondence to me NCC are considering changes to the parking arrangements for residents on Caister High Street to accommodate cycling and walking route improvements. I also note the concerns raised by the Parish in terms of increased traffic concentrations with the Persimmon development on Jack Chase Way which I agree are not factored into the current LCWIP and is an issue I have raised with GYBC/NCC.

I personally favour a route following the old coastal railway from North Denes through to California. The route I propose is in the attached document - referenced as "Fletcher Dodd Way" celebrating the founder of the first Holiday Camp in the UK at Caister. A route like this aligns well with the Great Yarmouth Local Plan (2021) which aspires to create green travel routes over the former railways. I feel this should be a multi-user route suitable for walking (including with walking aids), cycle and other personal wheeled transport such as wheelchairs and pushchairs/prams (Inclusive Mobility). For reference the Jellicoe road scheme is costs something like £150,000 for 500m (£300/m). I have costed the entire route North Denes to California at around £300,000 for 3.5km (£85/m).

I feel my case will be stronger if I can harness support from the Parish. To that end I would like to hear your reactions to such a proposal. It would also be beneficial I believe that as stakeholder the Parish should be represented in any upcoming meetings/site visits I hope to be having with GYBC and NCC in the near future. I am sure my proposal isn't the finished article and needs finessing to meet a general consensus on what is needed - but I do believe it is far more workable, realistic and pleasant to use than what is in the current LCWIP

As a straw poll of opinion could you answer the following questions for me:

- i. Were the Parish contacted in the period July-October 2021 as part of LCWIP Consultation Process? **Council was not consulted**
- ii. Would the Parish like to see a cycling/walking/exercise routes avoiding major road traffic concentrations? **Whilst the Parish Council agrees in principle, Council believe the costs to be prohibitive.**
- iii. Would the Parish like to be part of a stakeholder panel as I move my proposal forwards with GYBC/NCC? **Council would welcome sight of any proposals moving forward via the Parish Clerk.**

g) **Crime Stats**

Type of Crime/Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct
Violence and Sexual	15	20	25	33	25	9	20	21	28	26
Theft	1									
Public Order	2	1	1	2				1	3	
Criminal Damage	1	1	2	2	1		2	5	3	5
Anti Social Behaviour	2	2	7	1	6	9	2	1	8	4
Vehicle	1	1								
Drugs		1	1		2	2	1		1	
Shoplifting		1	2		1		2			1
Burglary				1	1	1		1	4	4
Possession of a Weapon							1			
Vehicle related										3

117. Chair Update

- a. Social media
 - i. 31 new page followers taking the page up to 5485
 - ii. 454 comments on our posts
 - iii. Posts reached 10 countries
 - iv. Top posts were Caister Wonderland and Village Light Switch On which reached 37,000, Sensory garden levelling from Suffolk Water reached 10,598, Proposed new development 13,700, speeding in the village reached 8,990 and the seals on beach reached 8,670
 - v. In December, our posts reached 262,972 which made it the best reach in month for 2024.
- b. Anglian water update
 - i. Correspondence from Anglian water confirming there is an issue and monitoring equipment is to be installed.
 - ii. Environmental health also monitoring the issues. **Clerk to invite Environmental Health to next Council meeting.**
 - iii. Council is disappointed they did not attend the meeting and will reinvite them to February's meeting. **Chair to invite Anglian Water to next Council meeting.**
 - iv. Despite the number of complaints raised over the years, no progress is being made.
 - v. The additional concern is that the system will cope with the proposed developments.
- c. Friendship/Talking bench – Council agreed the proposal and suggested having more than one bench with locations to be considered. **Chair to progress.**
- d. Christmas lights and tree disposal – Cllrs Godbolt and Walker volunteered to support the removal of the Christmas Trees from the Parish Hall on the morning of Saturday 11 January. **Clerk to investigate options for disposal of trees including Thrigby Hall, The Bread Kitchen and a local company who collect for a donation to charity.**

118. Local Plan

- a. GYBC Parish Council Briefing Presentation & rescheduled meeting
 - i. Cllrs Kevin Wood, Paul Hammond and Peter Sleet will attend the Parish Council briefing on 9 January which was rescheduled from December.

Council expressed their disappointment at the very late cancellation of the original session.

- ii. Parish Council's headline concerns remain to be around lack of infrastructure in place and that many residents are unaware of the scale of the proposed developments.
 - iii. Concerns also raised around Great Yarmouth Borough Council not adopting the developments and that home owners will answer to private management companies along with the lack of awareness of this amongst home buyers.
 - iv. Council **agreed** to write to Rupert Lowe MP to accept his offer of support to oppose the development. **Clerk to liaise with Chair and action.**
- b. Public Consultation Update – Despite numerous requests, Great Yarmouth Borough Council have refused hold a consultation in Caister which, as a village, will be hugely impacted by the proposals. **Clerk to distribute the planned public consultation dates to all Councillors.**
 - c. Consultation on the Great Yarmouth Community Infrastructure Levy (CIL) 6.12.24-31.1.25 - The proposed developments are outside the scope of the Community Infrastructure Levy as the agreements with Persimmon were signed before the introduction of CIL. Therefore, the developments fall under the pre existing 106 arrangements.

Cllr Adrian Thompson advised Council that a vote is taking place on Thursday 9 January to determine whether the Local Elections planned for May will go ahead. Cllr Thompson advised Parish Councillors to inform their Borough Councillor of their stance on this vote. The Chair supported this direction and asked Council to email Councillor Penny Carpenter ahead of Thursday's meeting. **Clerk to email Council with the required email address.**

119. Proposal to write off and dispose of Parish Council assets

Proposal to remove (write off) the following from the Asset Register of the Caister on Sea Parish Council due to their being out dated and of limited service use to the Parish Council:

- a. Laptop Computer device used by and assigned to the Outgoing Clerk
- b. Laptop Computer device used by and assigned to the Outgoing Assistant Clerk

Witnessed by the Incoming Clerk, these devices will have all files relevant to the Office and Business of the Parish Council securely removed from the devices and all Software purchased by, for or licensed to the Parish Council, by Office, Business or named individual securely removed.

As a gesture of thanks to the Outgoing members of staff these devices will be offered to the outgoing members for a nominal charge of 1 pence and available to them to collect from the Parish Council on or after 7th January 2025. **Agreed** by Council.

120. Proposal for Village Festival 2025

Cllr Claire Thompson proposed the annual Village Festival to take place on 28-29 June 2025. First meeting is on 23 January, 7pm at The Rabbit Hutch, Allendale Road. **Noted**

121. RFO Report for Norfolk ALC AGM

The RFO spoke on the circulated paper, highlighting the following points:

- a. NALC is moving to become a Ltd Company by Guarantee, the constitution will be circulated to members in due course for consideration and comment
- b. Adrian Myers has taken on the role of County Officer for the organisation
- c. Clerks have an important part to play and can be utilised to represent Council at NALC meetings if delegated voting rights are documented in minutes, along with the Council decision for all votes to be made
- d. NALC is moving to have more access to legal advice to support Councils
- e. The NALC training provision is under review

121. No agenda items put forward for the next Full Council meeting

122. To agree dates of next meetings:

- a. Hall Committee – 20 January 2025, 6pm
- b. New Build Committee – 20 January 2025, 7pm
- c. Finance Sub Committee – 27 January 2025, 7pm
- d. Full Council – 3 February 2025, 7pm

123. The meeting closed at 20:33

Chair: _____

Date: _____

CAISTER ON SEA PARISH COUNCIL MEETING

2 December 2024

A meeting of the PARISH COUNCIL was duly convened and held at the Council Hall at 1900 hours

Present:

Cllr. K Wood (Chair)

Cllrs. L Cutler, J Fearnley, D Godbolt, P Hammond, J Hemsworth, J Jarzembki, A Scotter, P Sleet, C Thompson, A Walker, R Wilkinson, S Wilkinson

Parish Clerk E Dyble shadowed by K Green (newly appointed Parish Clerk in training)

6 parishioners present

The Chair opened the meeting by welcoming everyone and thanking the current clerk, Mrs Dyble, for her 49 years of service to our village on behalf of the Council at her last Parish Council Meeting.

Draft Minutes

95 **Staff appointments**

Parish Clerk - Karina Green

Responsible Finance Officer and Burials Clerk – Michele O’Keefe

96 **Co Option of Councillors**

Cllrs Alan Walker and Lorna Cutler were co-opted onto Council

97 **Apologies for absence received from:**

Cllr Sandy Griffiths – another commitment

Cllr Chris Kirk – another commitment

Cllr Andrew Robinson – another commitment

Penny Carpenter – recovering from surgery

98 **Declarations of interest in items or requests for dispensation**

Cllr P Hammond declared an interest in the confidential item to be discussed following agenda item number 12

99 **Parishioners Forum:**

1. An update on the stench was requested by a parishioner in attendance. Cllr. Wood that at the meeting of the Council on 4 November 2024, Anglian Water agreed to provide direct contact routes via email and phone for Caister complaints. The contact number provided was the generic customer line and not fit for purpose. A representative from Anglian Water also suggested that the stench could be coming from the Recycling Centre in Caister and not the Sewage Plant. Council remain dissatisfied with the progress on this matter and resolved to engage with Environmental Health to escalate the matter.

2. A parishioner explained an issue with speeding on Roman Way. He has dealt with the police and provided evidence but they have advised they cannot continue to act on the information provided as the system is not capable. Council suggested that next steps could be for the parishioner to ballot the residents on Roman Way to enquire about their stance on installing bollards to prevent the issue with the intention of progressing to Norfolk Highways Team to request 'No Thoroughfare' at the location.

100 The **minutes of the previous meeting** held on 4 November 2024 were agreed by Council and signed by the Chair. Proposed: Cllr. C Thompson. Seconded: Cllr. J Jarzembski

101 **Accounts** for payment 2 December 2024 proposed by Cllr. R Wilkinson and seconded: Cllr. P Sleet - **agreed** by Council.

ACCOUNTS FOR PAYMENT 2ND DECEMBER 2024				
HALL ACCOUNT				
Salaries	Salaries to 30.11.24	1,075.01		1,075.01
E-On	Electricity - Direct Debit	114.28	5.71	119.99
British Gas	Gas 28.10-30.11.2024	425.59	85.12	510.71
SLS	2 x bags of Rock Salt	14.16	2.83	16.99
D L Gunton	Window cleaning 22nd November 2024	25.00		25.00
		£1,654.04	£93.66	£1,747.70
GENERAL ACCOUNT				
Salaries	Salaries to 31.10.24	4,932.99		4,932.99
	Expenses	26.00		26.00
	Tel. rental + calls November	25.00		25.00
Nest	Pension T Marsden	33.37		33.37
British Telecom	Telephone/Broadband 738474	73.44		88.12
			14.68	
Caister In Bloom	Attending Floral Displays around Village	20.00		20.00
Thistles and Thorns	Memorial Wreath and Retirement Bouquet	62.50		75.00
			12.50	
SLCC	FILCA Course M O'Keefe - RFO	120.00		144.00
			24.00	
SLCC	Committees Course K Green - Clerk	15.00		18.00
			3.00	
SLCC	Allotment Management Course - K Green	30.00		36.00
			6.00	
SLCC	Cemetery Course Part One - M O'Keefe	35.00		42.00
			7.00	
SLCC	Cemetery Course Part Two - M O'Keefe	165.00		198.00
			33.00	
Norfolk Parishes Training	Budgeting for Clerks/Agendas etc. course - K Green	120.00		120.00
Norfolk Alc	Nimble Training course - K Green	17.00		20.40
			3.40	

Norfolk Alc	Nimble Training course - M O'Keefe	17.00	3.40	20.40
Viking Direct	Stationery	31.48	6.30	37.78
Amazon	2 x Office chairs	81.10	16.22	97.32
Adams Cleaning & Maint.	Public Toilet Cleaning - 19.10.24- 04.11.24	650.00	130.00	780.00
Inland Revenue	PAYE Contributions	1,061.95		1,061.95
		£7,516.83	£259.50	£7,776.33
	Grand Total	£9,170.87	£353.16	£9,524.03
INCOME				
Interest	£522.06			
Lettings	£1,028.00			
Newsletter	£330.00			
Allotment Rents	£50.00			
GYBC - Refund Play Equip.	£89,402.00			

Council discussed the procedure of recording training outcomes and certification. It was proposed that as a Responsible Council, all training certification obtained from training obtained whilst employed by the Parish Council should be provided to Council. Proposed: Cllr. P Sleet. Seconded: Cllr. J Hemsworth

102 Correspondence received:

- Confirmation received from Caister Playing Field Management Committee for Caister Parish Council to install new children's play equipment and a sensory garden on King George V Playing Field. **Noted**
- Notification from GYBC Asset Manager regarding trees considered as dangerous adjacent to the A149 Caister Road, specifically near the airfield. There is no danger to the highway and relates to airborne traffic landing at the airfield. No action required – information only. **Noted**
- Thanks received from a resident for the Remembrance Day Service at the war memorial. Requests for consideration:
 - More publication of the road closure on the side of the road near to Lidl & The Old Hall. Council agreed to seek permission from both businesses mentioned to display notifications within their land.
 - Investment from the Council in a larger and better audio system following technical issues. The Council advised that the sound system belongs to the Church, not the Council.
 - A request to include the fallen of subsequent Military campaigns in addition to those of World War I and World War II. The Council agreed to liaise with the Vicar regarding inclusion of subsequent Military campaigns in his 'speech' but that the names read aloud are those known only from World Wars I and II.
 - An increase in the number of volunteer marshalls holding traffic after some intimidation was experienced. The Council agreed with the requirement, however, are impacted by the amount of volunteers that step forward.

Cllr. J Hemsworth will compose a response to resident. **Resolved**

- **Allotment Holder** requesting the option of renting from the Parish Council, half of allotment 2AX presently worked by the holder and himself and that he may also have the option of acquiring the remaining half plot should the holder wish to no longer continue to work the allotment in the future. **Agreed**
 - **Caister Community Association** request permission to install solar PV panels on the roof of the Community Centre to help reduced their energy costs. They will cover the cost of the extra indemnity for their presence on the building. **Agreed** with a **note** to ensure they are purchasing the solar panels themselves and not renting the roof space.
 - **Finance Conduct Authority** informing that on 2 September 2024, they have registered Norfolk Association of Local Councils Ltd. Under Co-Operative and Community Benefit Societies Act 2014 as a Co-Operative Society. **Noted**
 - **Persimmon Homes** informing they are writing to notify the Parish Council that tomorrow (26 November) they are commencing with the removal of hedgerow along Jack Chase Way that was approved by GYBC under the Outline Planning Permission for the development of Nova Scotia Farm, Caister-On-Sea. **Noted**
 - **Norfolk ALC** informing their AGM is taking place on Wednesday 4 December 2024 at 7pm on Microsoft Teams and inviting Council to send two representatives. **No Councillors to attend. Michele O’Keefe to attend in a non voting capacity.**
 - **Norfolk Constabulary** informing that their next priority setting meeting will take place at 7pm on Thursday 16 January 2025 at The Rabbit Hutch, Allendale Road, NRF30 5ES. All welcome. **Cllrs. K Wood and J. Hemsworth to attend.**
- 103 **Public Toilets Maintenance** update from the Clerk – Notification received from Adams Cleaning and Maintenance on 4th November 2024 informing that they had completed the cleaning of the public toilets at Second Avenue and Beach Road Car Park for the season, with a deep clean before locking for the winter and returning the keys to the Council. They stated that they had enjoyed working for the Council and would like to be considered again in future should a contract arise. **Noted**
- 104 Planning notification 06/24/0820/NMA **noted** by Council. **No objections**
- Non-material amendment to reserved matters approval 06/23/0616/D (Details of appearance, landscaping, layout & scale of Phase 1(a) of outline pp 06/19/0676/O) - To substitute the approved Materials Schedule Revision E with an updated schedule Revision G at Nova Scotia Farm (Land at Jack Chase Way (west of) West Caister, Great Yarmouth
- 105 Cllr P Sleet attended Playing Field Management Committee meeting on 20 November 2024 and submitted report for information. **Noted**
- 106 Chair Update:
- **Social media** - Top posts
 - Fencing by men's shed new play park – 18916 views
 - Christmas tree and star on church – 9800 views
 - Remembrance Sunday – 12800 views
 - Sensory garden fencing approval –14786 views
 - Caister Wonderland posts - 8757 views
- Reached 231, 567 in the month of November
- 65% of our audience are women evenly spread across all age groups

- Christmas light switch on and Wonderland support – volunteers sought to attend spare some time at both Caister Wonderland on Saturday 7 December 12-6 and at the Council Hall from 5.30pm to help facilitate the road closure. Marshalls also required to help accompany the Sleigh from Caister Playing Field to the Council Hall at 6pm to ensure safety of visitors. Caister Wonderland volunteer meeting is to be held on Tuesday 3 December at 7pm in The Rabbit Hutch, Caister.
- Sewage update as per notes in point 99.1 above.
- Sensory garden fencing has now been approved by GYBC with FA still raising funds – no work can begin until the fencing is in place. Most of the funding for the project is in place, however, there is a sense of urgency as some funding is time limited.
- GYBC were due to have a consultation on their plan for 1100 houses on West of the bypass in November – we are now in December and the meeting is yet to take place. When a date is set, Council needs to promote and publicise to emphasise the importance of attending and having your say.

106.1 *This meeting was suspended by the Chair to exclude the press & public in accordance with the Public Bodies (Admission to Meetings) Act 1960, s1, by reason of the confidential nature of the business.*

107 **Agenda items for next Parish Council meeting**

- Finance reports – Cllr. P Sleet
- Caister Village Festival – Cllr. C Thompson

108 To agree date of next meetings:

Parish Council – Monday 6 January 2025

Hall Committee – 6pm, Monday 20 January 2025

New Build Committee – 7pm, Monday 20 January 2025

Finance Committee - Monday 27 January 2025

109 **Closure of meeting**

The meeting ended at 2040hours

Chair: _____

Date: _____

Meeting Paper 3



CAISTER-ON-SEA

CAISTER-ON-SEA PARISH COUNCIL
The Council Hall
1 Yarmouth Road
Caister-On-Sea
Norfolk
NR30 5DL

Office: 01493 738 474

Opening Hours: Monday – Thursday 9:30am – 12:30pm

Planning Applications – 6 January 2025

06/24/0922/PAD Application for Prior Approval for the proposed conversion and change of use of the first floor only, from retail use (Class E(a)) into a 2 bedroom residential dwelling flat (Use class C3) AT 51A St Nicholas Drive, Caister NR30 5QT



CAISTER-ON-SEA

CAISTER-ON-SEA PARISH COUNCIL
The Council Hall
1 Yarmouth Road
Caister-On-Sea
Norfolk
NR30 5DL

Office: 01493 738 474

Opening Hours: Monday – Thursday 9:30am – 12:30pm

Correspondence – 6 January 2025

1. **Parishioner** – email received addressing 3 separate issues:
 - i. The roundabout at the top of Norwich Road is dangerous with the trees on it, as this obscures your vision and does not allow you to see if any traffic is coming onto the roundabout from Filby direction;
 - ii. A request for there to be a 20 mph speed limit on Brooke Avenue and St Nicholas Drive, as there is a large volume of traffic (including countless mini buses going to the John Grant School) which uses these roads as a cut through to avoid the traffic lights;
 - iii. The developers are causing a large amount of mud to lay on top of the road at the junction of Jack Chase Way and the turn off into Prince of Wales Road - I think the developers are obliged to remove any mud from the highway caused by heavy machinery on a development site?

2. **Parishioner** - Sorry to have to contact you but I wish to draw attention to the state of the Pump Lane access to amenity land south of Westerly Way. The dykes have been recently dredged and the digger has left deep muddy tracks in the Pump Lane access which had not been reinstated (this is normally done by using the bucket to flatten the ground when the work is completed) The state of the access path is now deterring people to use the amenity land for dog walking or recreation.

Can you please bring this to the attention of the Parish Council at the next meeting. I include pictures for their information. I am content that attend the meeting if required.

3. **Cllr P Sleet** - There have been many associated complaints resulting from the misdirected attempt to cut the Nature reserved areas on the field in question the operative managed to destroy over 500 1-2 year old tree saplings planted by the villagers of Caister. These

saplings were planted to define the reserved areas and were between 30-45 cm tall and these need to be replaced by the Borough at their expense. There needs to be a strong letter of complaint sent by the PC for the Village to the Head of Recreation/Parks and Gardens detailing the damage caused by there not adhering to previously agreed plans. This activity was ill conceived and not properly researched against existing agreed actions.

4. **Cllr P Sleet** - Since Persimmon Homes commenced work on their Jack Chase Way site the West Road/Westerly Way dykes are running at an abnormally high level. While this may be coincidental, it is new to residents of over 20 years standing in the village, the more likely explanation could be that debris has run off the site during the recent bad weather causing a blockage to the existing Drain and Dyke network. There are concerns by residents that adjoin these dykes that while they see no immediate danger they are naturally concerned of a risk to property of flooding.

Action required GYBC and EA/IDB to be informed and for them to investigate, report and inform the PC/Village of their assessment of Flood Risk and mitigating options.

5. **Clarke Telecom** - Upgrade to Radio Base Station Installation – reference paper 7
6. **Parishioner** - I am currently in dialogue with Norfolk County Council and Great Yarmouth Borough Council over a document called the Great Yarmouth - Local Cycling and Walking Infrastructure Plan (2022) (see meeting paper 8) - further referenced as the LCWIP.

I have looked at and challenged the LCWIP for the routes north of Great Yarmouth to Caister on Sea and safe routes onwards to northside villages (California, Scratby, Ormesby, Hemsby, Winterton etc). Per the LCWIP the routes being proposed are highly unimaginative (very costly, lacking safety focus and failing on many inclusivity aspects) shoe horned cycle lanes/walking paths alongside busy roads like the A149/Caister Road, Caister High Street and Ormesby Road. It is also running massively behind schedule, indeed the only part of the entire route they have any concrete plans for is for the west 500m of Jellicoe Road (traffic lights to Jellicoe bridge). Further it would seem apparent from correspondence to me NCC are considering changes to the parking arrangements for residents on Caister High Street to accommodate cycling and walking route improvements. I also note the concerns raised by the Parish in terms of increased traffic concentrations with the Persimmon development on Jack Chase Way which I agree are not factored into the current LCWIP and is an issue I have raised with GYBC/NCC.

I personally favour a route following the old coastal railway from North Denes through to California. The route I propose is in the attached document - referenced as "Fletcher

Dodd Way" celebrating the founder of the first Holiday Camp in the UK at Caister. A route like this aligns well with the Great Yarmouth Local Plan (2021) which aspires to create green travel routes over the former railways. I feel this should be a multi-user route suitable for walking (including with walking aids), cycle and other personal wheeled transport such as wheelchairs and pushchairs/prams (Inclusive Mobility). For reference the Jellicoe road scheme is costs something like £150,000 for 500m (£300/m). I have costed the entire route North Denes to California at around £300,000 for 3.5km (£85/m).

I feel my case will be stronger if I can harness support from the Parish. To that end I would like to hear your reactions to such a proposal. It would also be beneficial I believe that as stakeholder the Parish should be represented in any upcoming meetings/site visits I hope to be having with GYBC and NCC in the near future. I am sure my proposal isn't the finished article and needs finessing to meet a general consensus on what is needed - but I do believe it is far more workable, realistic and pleasant to use than what is in the current LCWIP

As a straw poll of opinion could you answer the following questions for me:

- a. Were the Parish contacted in the period July-October 2021 as part of LCWIP Consultation Process?
- b. Would the Parish like to see a cycling/walking/exercise routes avoiding major road traffic concentrations?
- c. Would the Parish like to be part of a stakeholder panel as I move my proposal forwards with GYBC/NCC?

7. Crime Stats

Type of Crime/Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct
Violence and Sexual	15	20	25	33	25	9	20	21	28	26
Theft	1									
Public Order	2	1	1	2				1	3	
Criminal Damage	1	1	2	2	1		2	5	3	5
Anti Social Behaviour	2	2	7	1	6	9	2	1	8	4
Vehicle	1	1								
Drugs		1	1		2	2	1		1	
Shoplifting		1	2		1		2			1

Burglary				1	1	1		1	4	4
Possession of a Weapon							1			
Vehicle related										3



Great Yarmouth Pre-submission Local Plan Consultation

Parish Council Briefing
9th January 2025



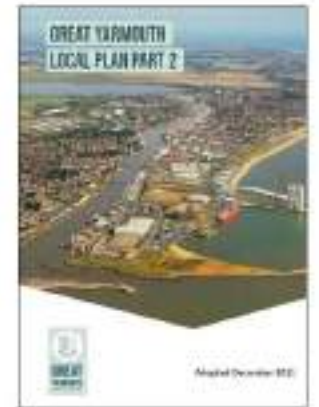
GREAT YARMOUTH
BOROUGH COUNCIL

Housekeeping

- Fire Alarm 
- Officers Presentation – we will share slides with attendees
- When we get to Q and A at the end of the slides, please raise your hand and state your parish council
- The event is due to close at 8.30pm 

Refresher - What is the Local Plan?

- Plan for future development of area
- How much development
- Where development should go
 - 'Site Allocations'
- Planning policies to determine planning applications



GREAT YARMOUTH
BOROUGH COUNCIL

Why? - New Local Plan

- Time –
 - Core Strategy 9yrs old
 - running out on current plan period (2030)
 - Risk on 5yr housing land supply (runs out Dec 2026)
- Commitment in Local Plan Part 2 to commence immediate review
- Evidence base updated
- New Local Plan will cover period to 2041



2041



GREAT YARMOUTH
BOROUGH COUNCIL

What is this consultation?

- Pre-submission 'Final Draft' Local Plan
- Takes into account previous consultation responses and evidence collected to date
- Inviting representations on the **tests of soundness and legal compliance**
- 6th December to **31st January 2025**



- Positively prepared – Needs, Sustainable Development
- Justified – Appropriate? Evidenced?
- Effective – Deliverable?
- Consistent with national policy

Key 'issues' from previous consultation

- Need for housing  → 

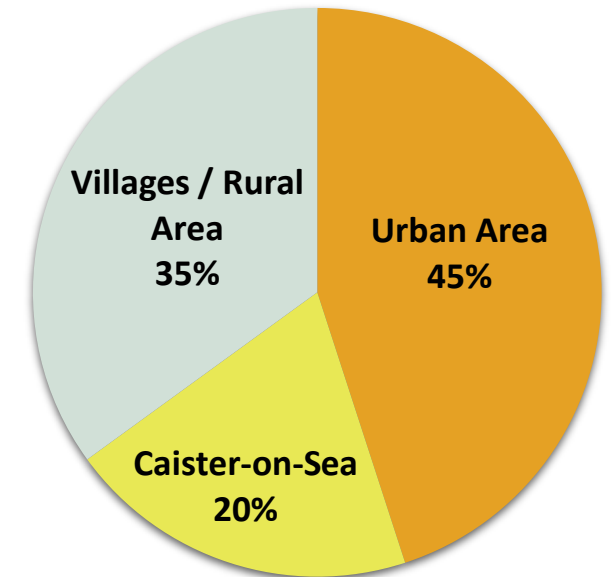
- Location of development

- Infrastructure provision   

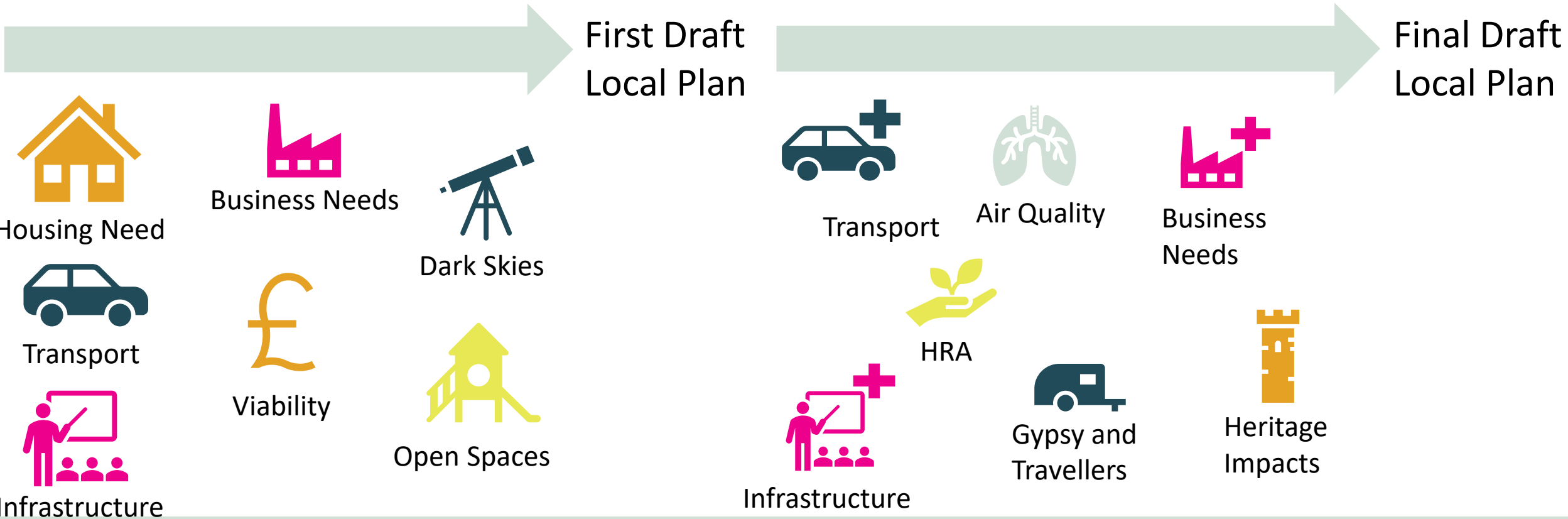
- Traffic & congestion   

- Impacts upon biodiversity  →  

- Flooding 



Evidence informing the Local Plan



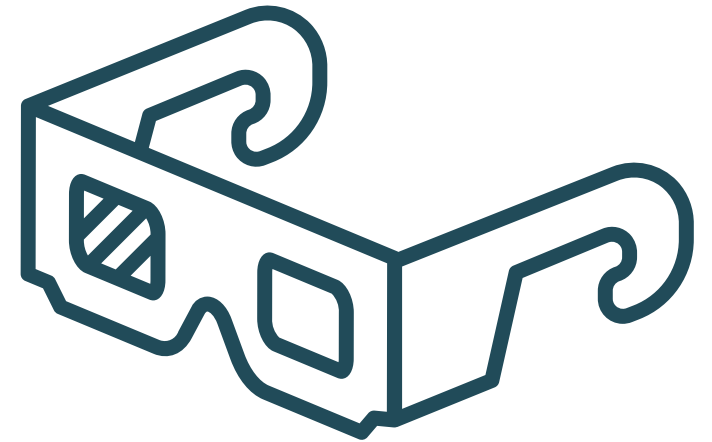
Final Draft Plan Content

- Vision and Objectives
- Borough-wide Spatial Strategy
- Plans and policies for each settlement
- Topic-based policies
- Appendices – detailed requirements and guidance, e.g. design, marketing requirements, NDHA, Flooding, monitoring.



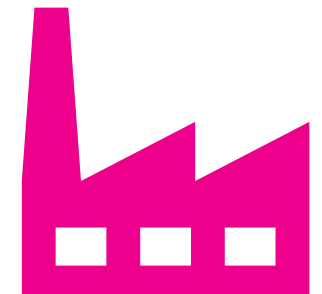
Vision & Objectives

- Corporate Plans & Strategies
- Key themes:
 - Improving health & wellbeing
 - Regeneration
 - Climate Change
 - Natural Environment
 - Infrastructure Provision



How much development?

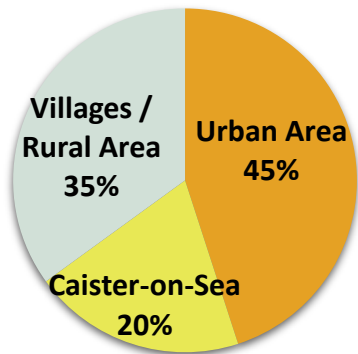
- Need for **6,460** new homes over the period **2024-2041** (380 homes a year).
- Plan identifies land for approx. **6,640** homes
 - **2,515** homes already completed/permitted
 - **95** homes allocated in Rollesby Neighbourhood Plan
 - **4,028** new homes proposed to be allocated in Local Plan
- **38** hectares of employment land



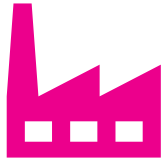
Distribution of Development



- 45% of development in Urban area
- 20% of development in Caister
- 35% of development in rural area

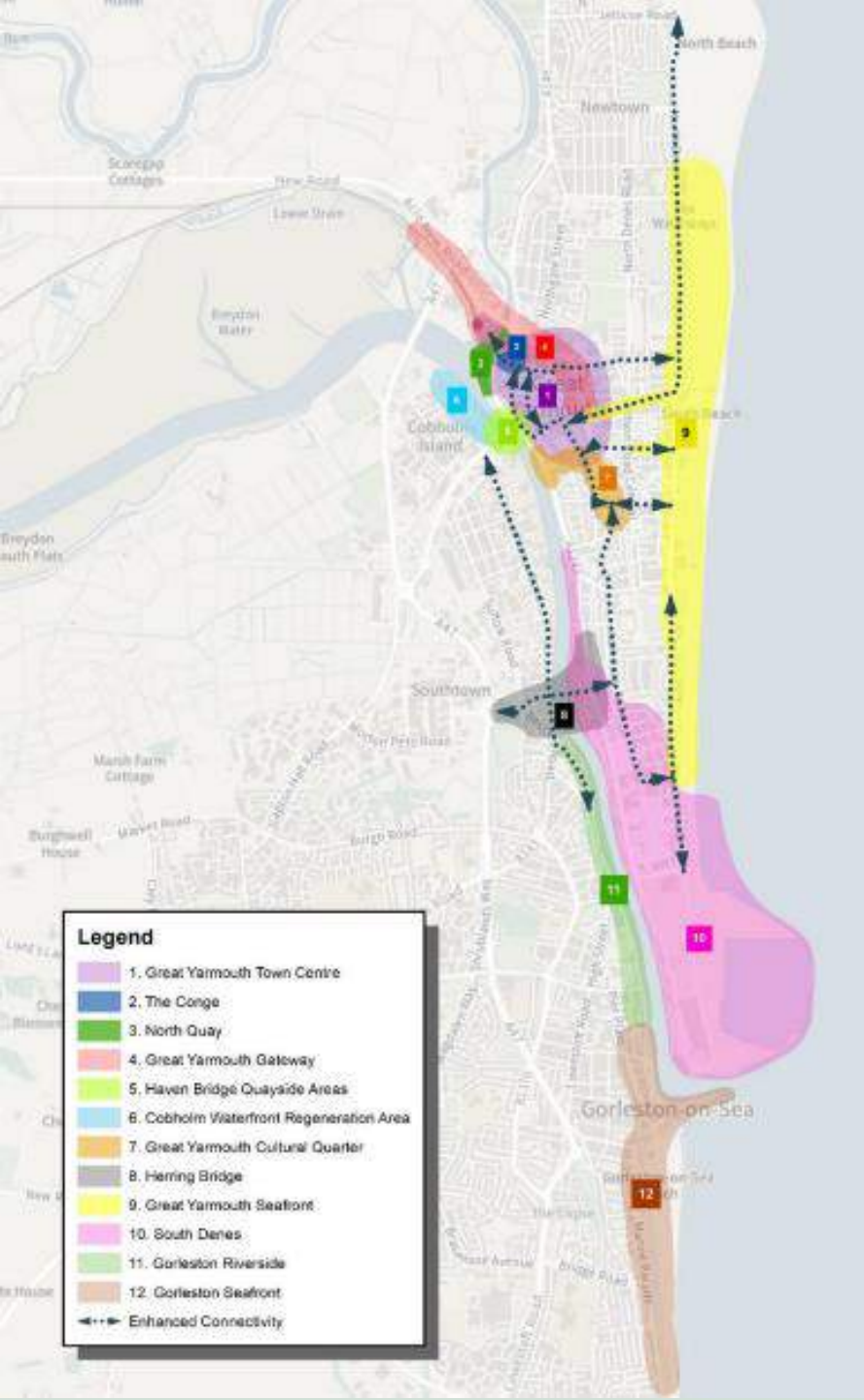


- Focus in urban area – Beacon Park and South Denes
- Scope for small-scale development in Caister and rural-areas.



Great Yarmouth - Urban and Waterfront Regeneration (1)

- Key Regeneration areas
- Improved connectivity
- Town Centre
- Heritage
- Tourism
- Culture

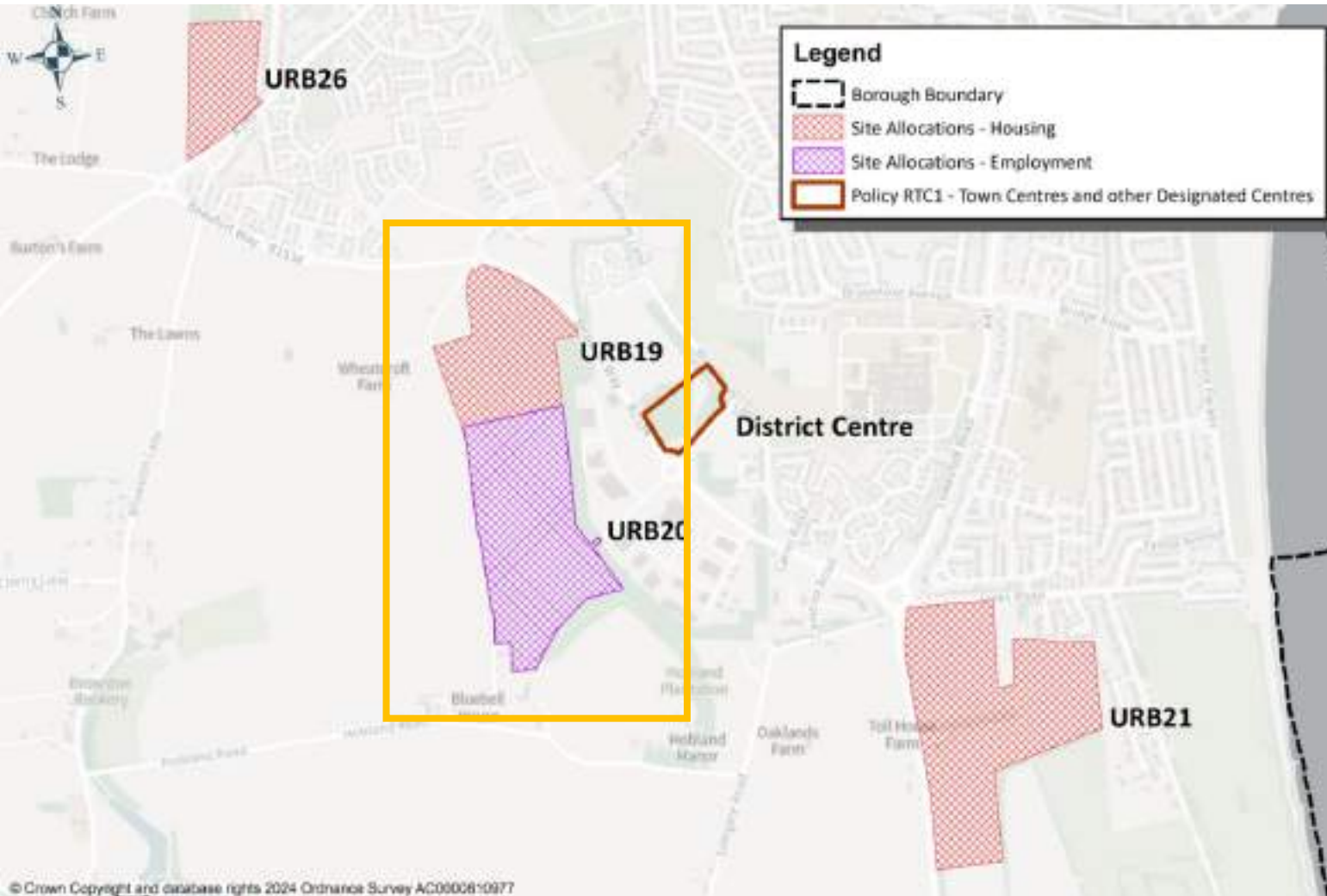


Great Yarmouth - Urban and Waterfront Regeneration (2)

- North Quay – **160-280 homes**, commercial and leisure
- Cobholm Waterfront – 160 homes and commercial
- **Pasteur Road, Great Yarmouth – 105 homes**
- **Beach Coach Station, Great Yarmouth – 50 homes**
- Former Gasholder site – 50 homes and community/open space use.
- Maltings, Gorleston – 75 homes
- Riverside Road, Gorleston – 100 homes
- **East Anglian Way, Gorleston – 70 homes**

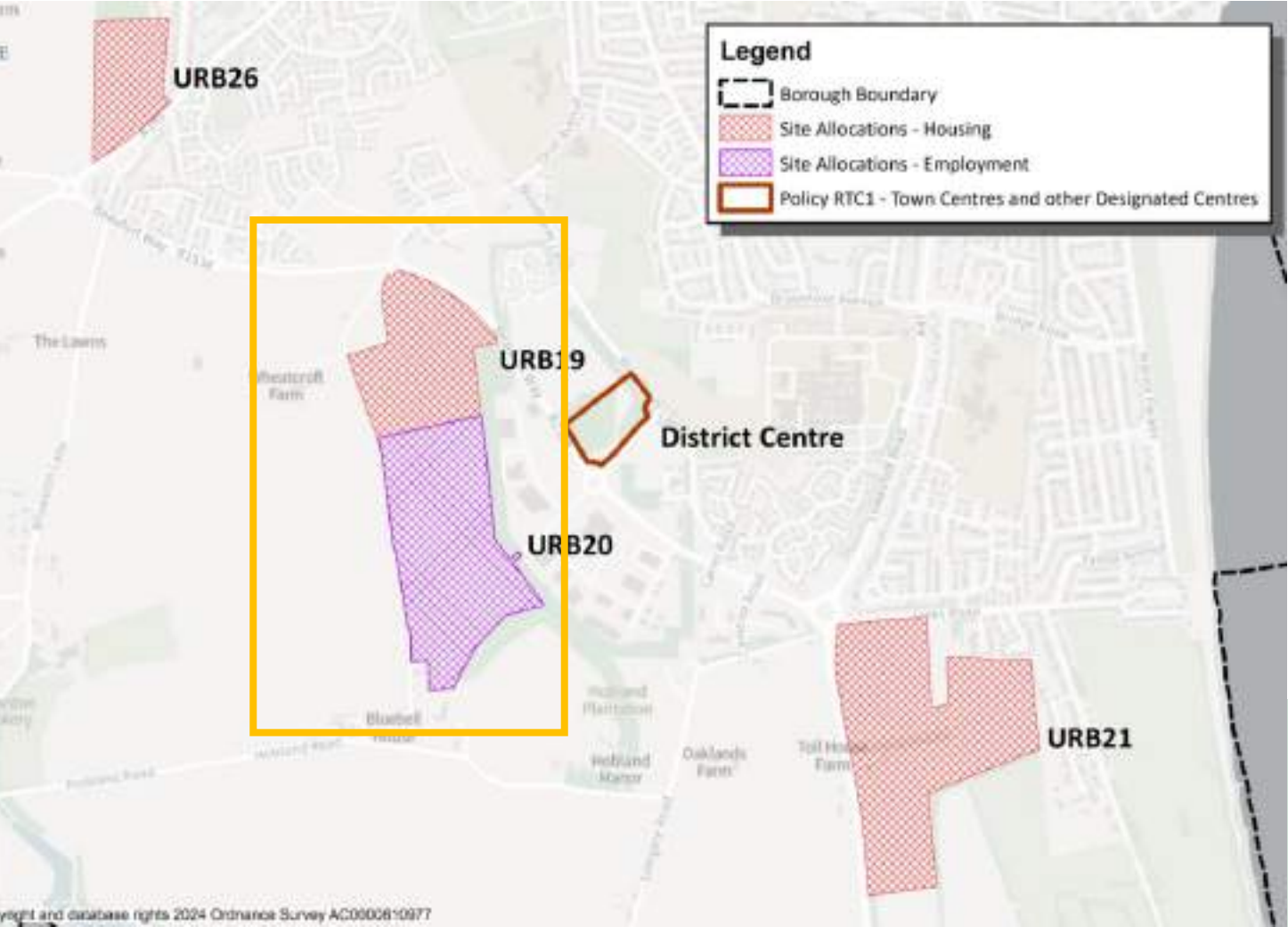


Elsewhere in the Urban Area – South Gorleston and Bradwell



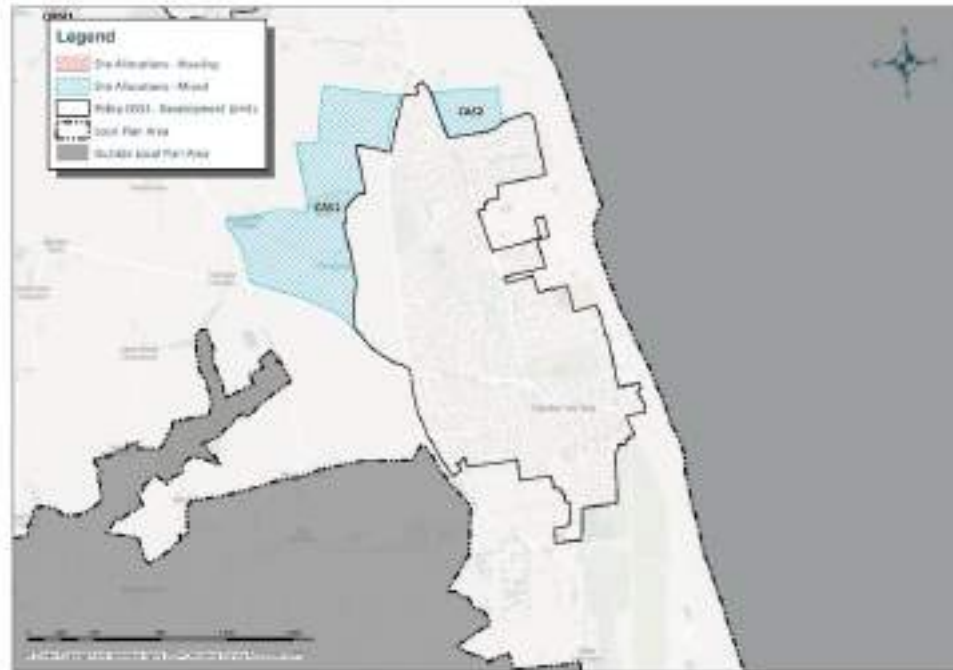
- Links Road – 600 homes
- Beacon Park –
 - District centre,
 - 300 homes +
 - 19 hectares business park & woodland extension
- Beccles Road, Bradwell 150 homes

Elsewhere in Urban Area – South Gorleston and Bradwell



Caister (1)

- Land west of Jack Chase Way
- 1,100 homes (840 expected in plan period to 2041)
- 10% older people housing
- Local centre comprising re-use of barns
- Extensive Country Park
- Infrastructure Phasing Plan
- Guidance assessing heritage impacts



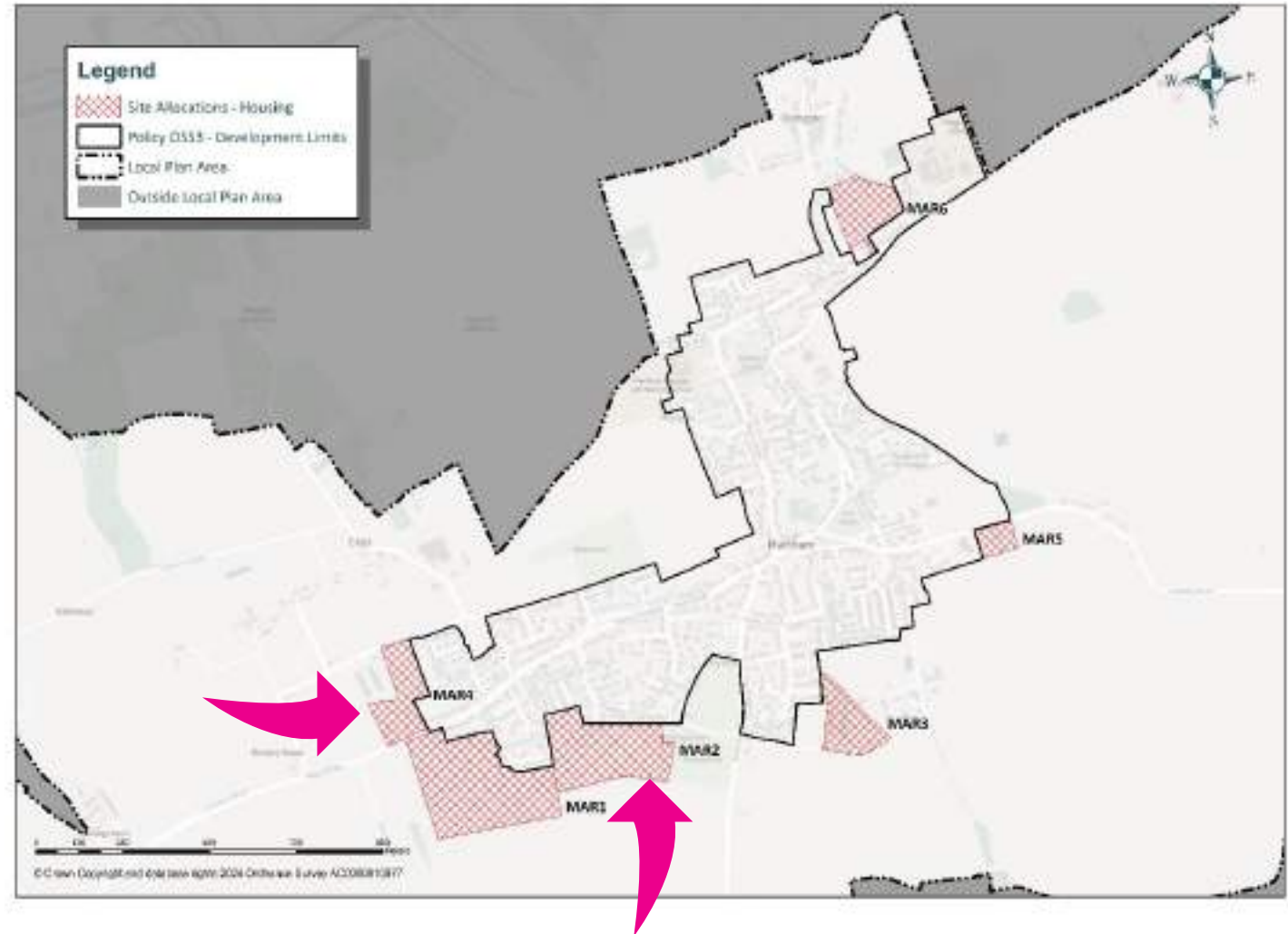
Caister (2)

- CAS2 - Land east of Ormesby Road
- Special Educational Needs School
- Burial Land
- Sheltered Housing



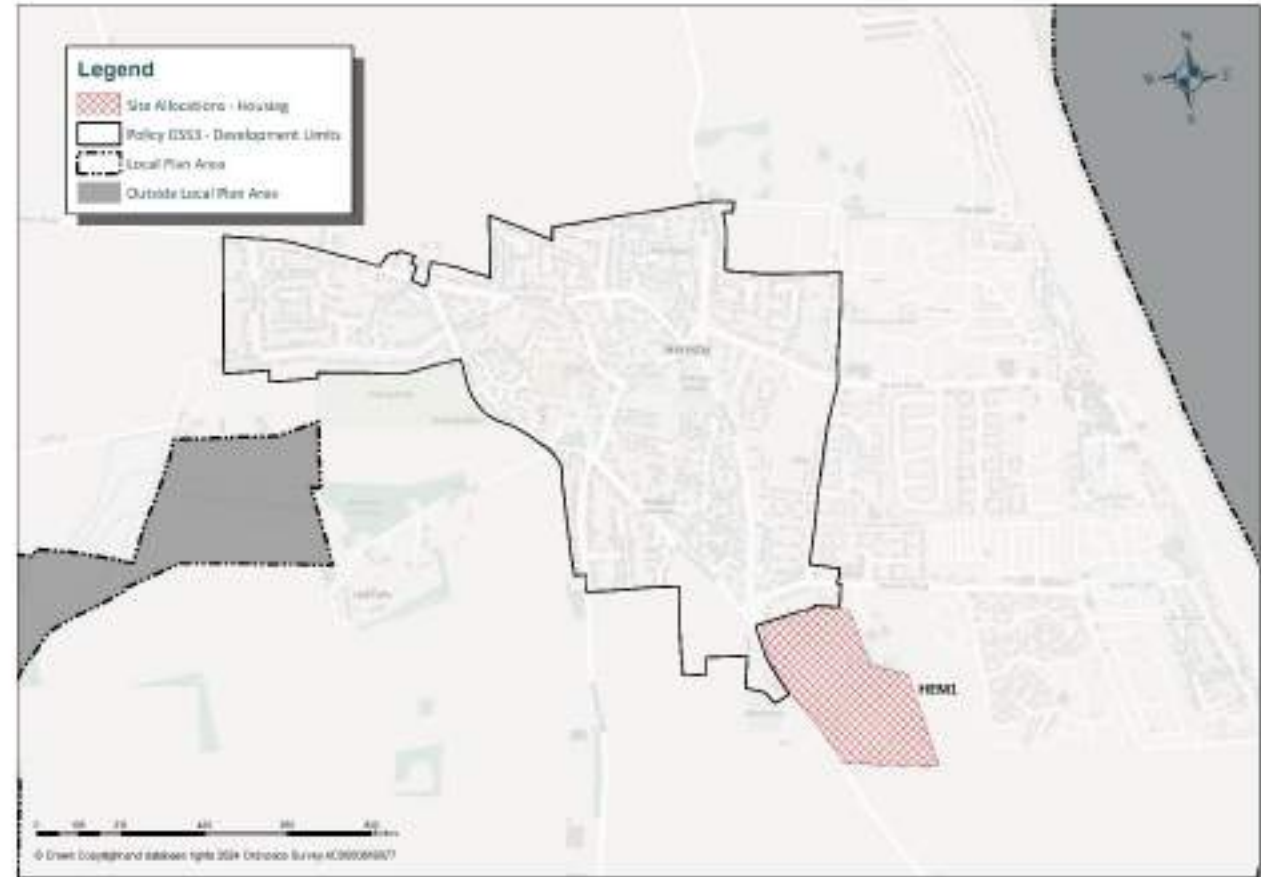
Martham

- MAR1 – Land south of Repps Road – 180 homes
- **MAR2 – Land south of Bosgate Rise – 135 home**
- MAR3 – Land at Acacia Avenue – 55 homes
- **MAR4 – Land north of Repps Road – 70 homes**
- MAR5 – Land south of Hemsby Road – 15 homes
- MAR6 – Land north of Staithe Road – 65 homes



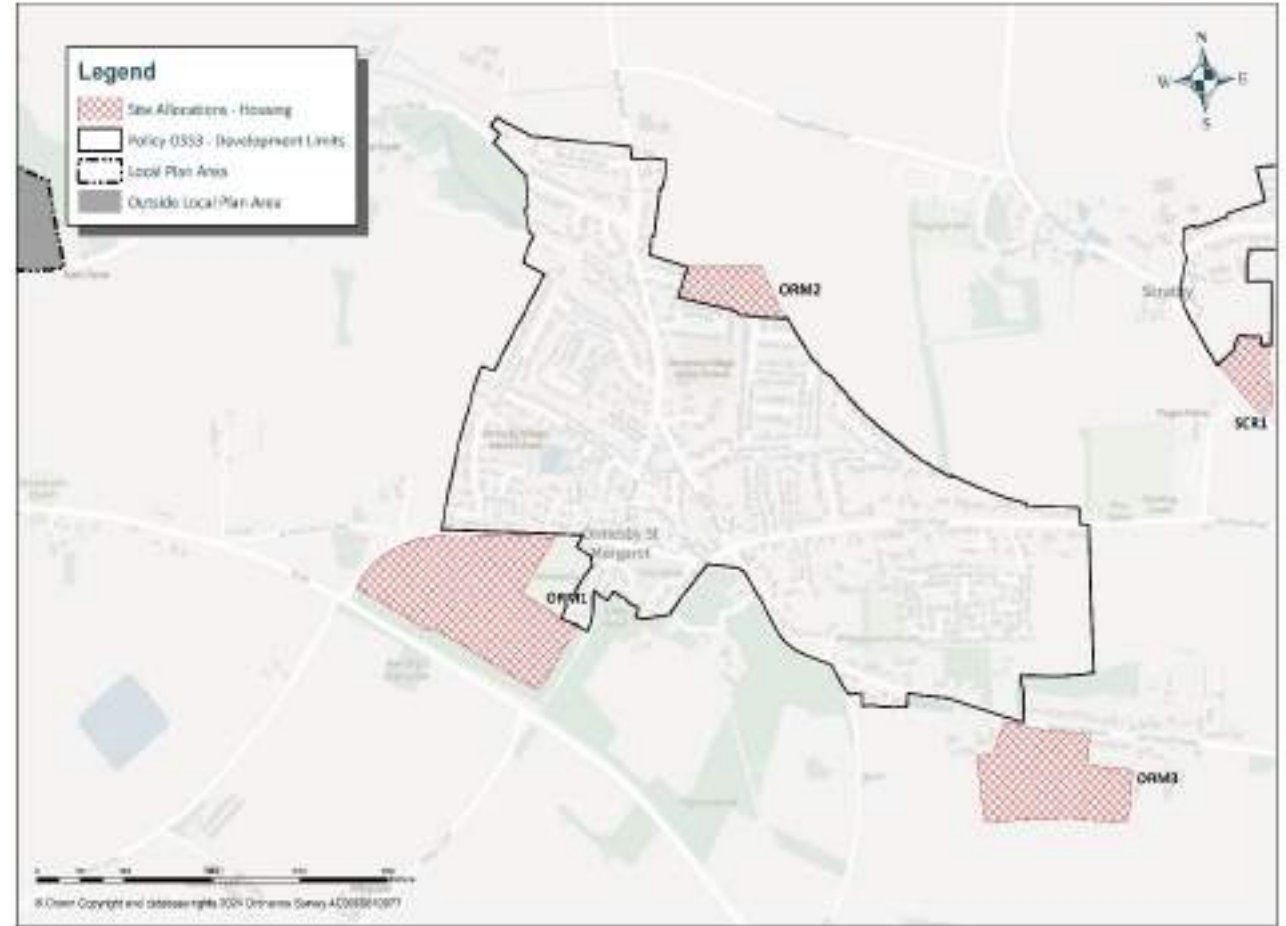
Hemsby

- **HEM1** - Land at Yarmouth Road – 206 homes (inc. 42 rollback plots)
- Note Policy HEM 2 - Hemsby Beach Tourism Area



Ormesby St Margaret

- Policy ORM1 – Land at Cromer Road – 200 homes
- Policy ORM2 – Land at Barton Way – 32 homes
- Policy ORM3 – Land at Yarmouth Road – 125 homes



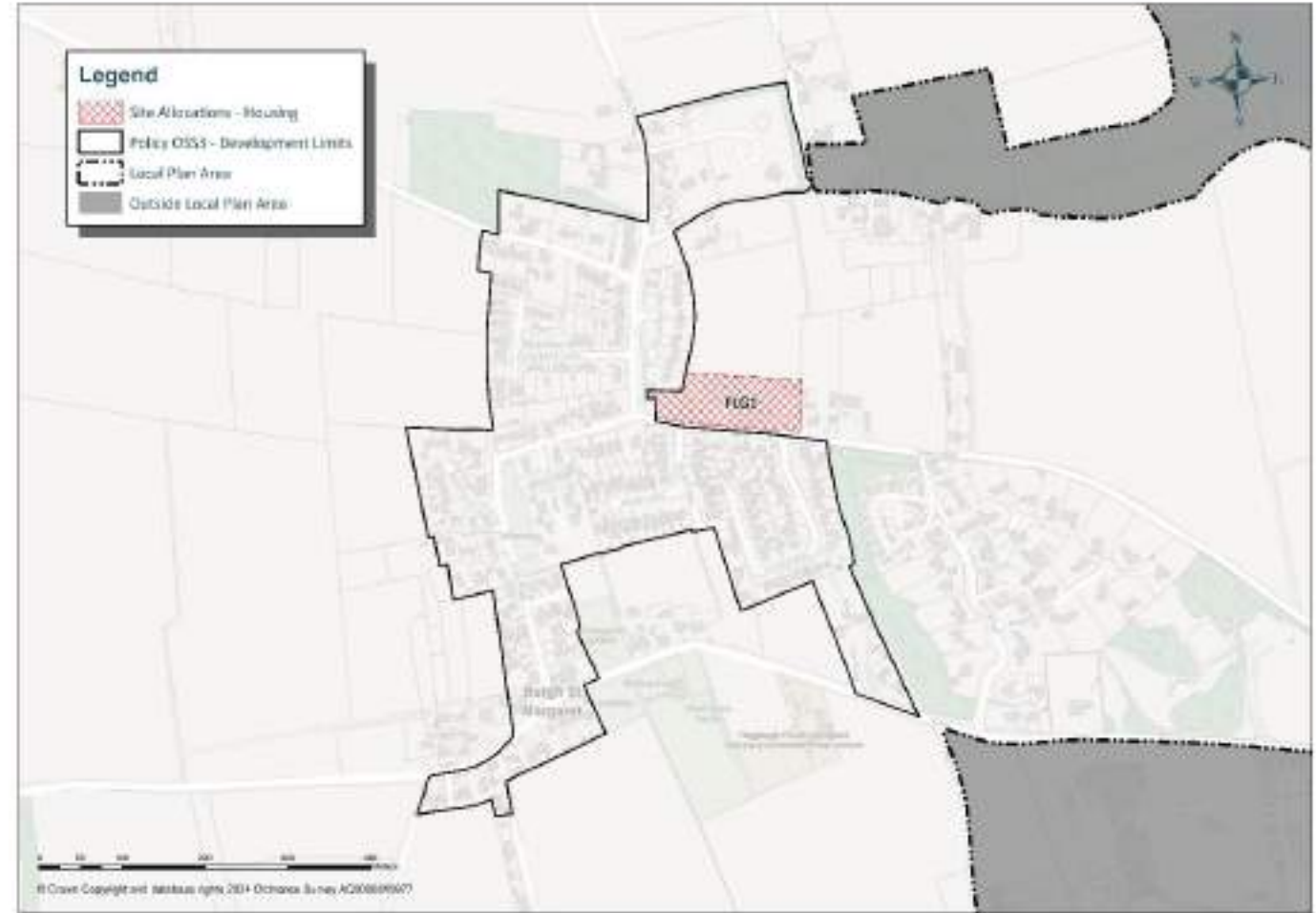
Scratby

- Policy SCR1 – Land at Scratby Road – 22 homes



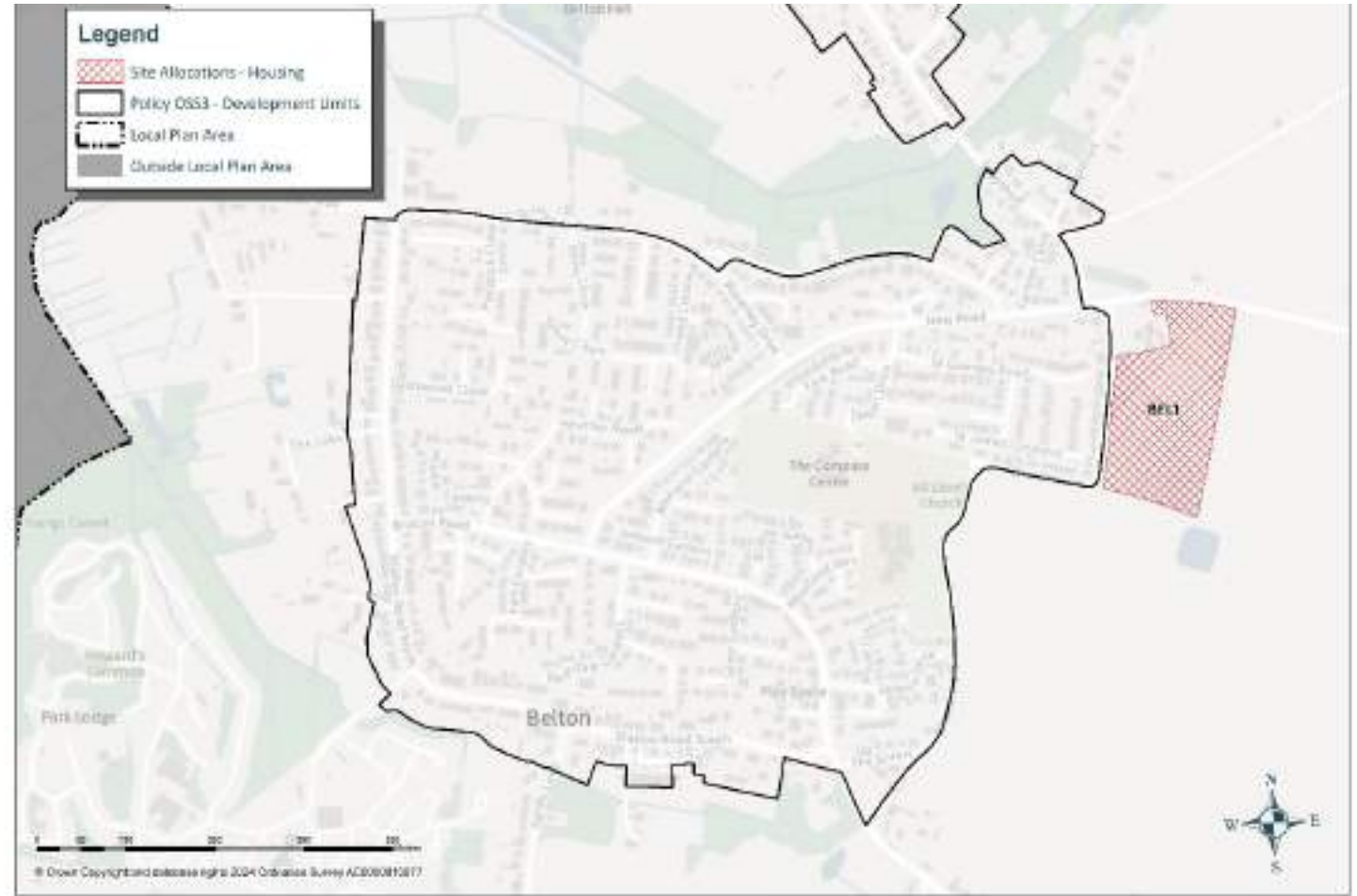
Fleggburgh

- Policy FLG1 – Land off Tower Road – 20 homes



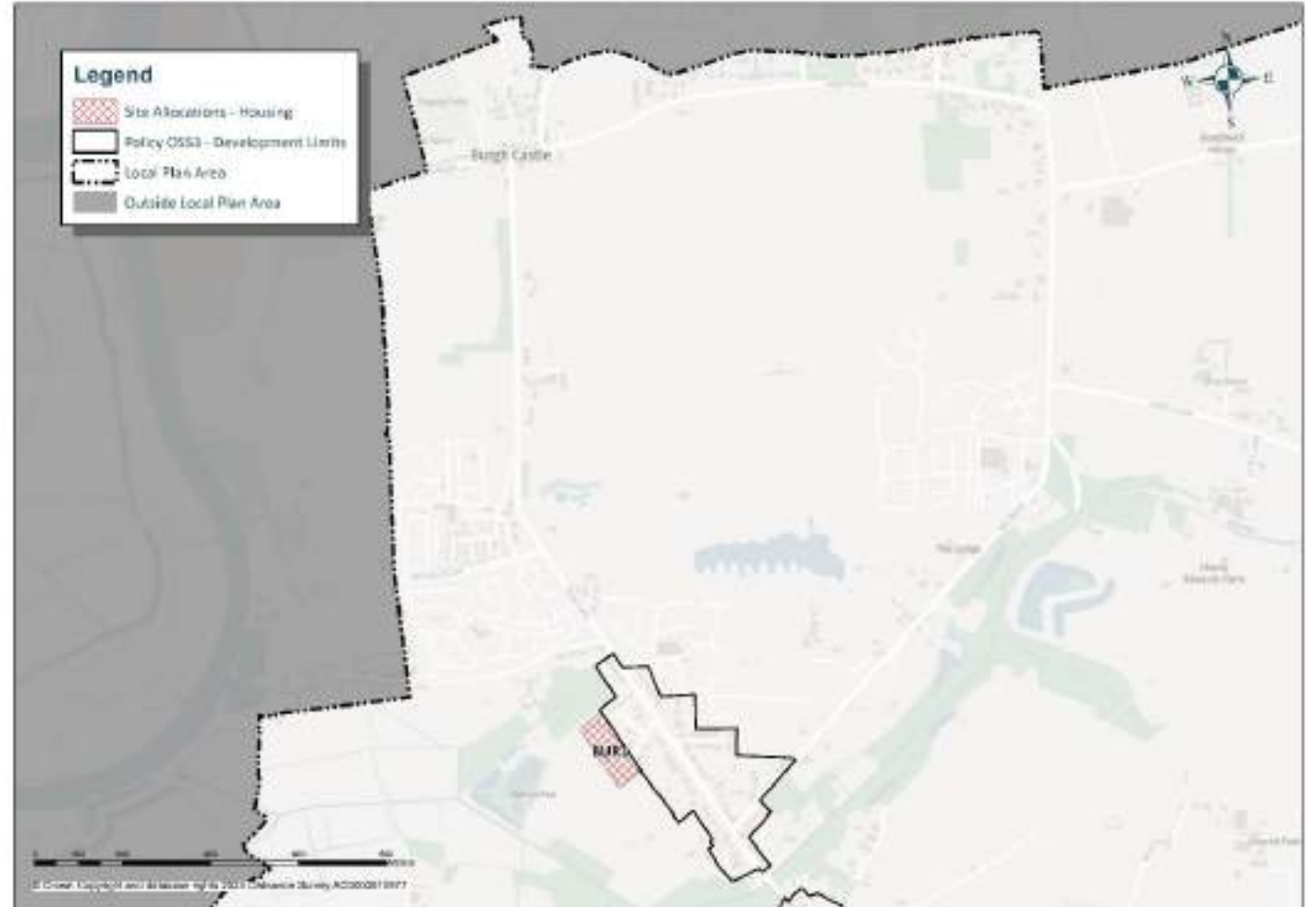
Belton

- Policy BEL1 – Land at New Road – 100 homes



Burgh Castle

- Policy BUR1 – Land off Louis Dahl Road – 20 homes



Hopton-on-Sea

- Policy HOP1 – Land at Longfulans Lane – 50 units of elderly accommodation (sheltered and housing with an element of care)
- **Policy HOP2** – Land at Coast Road, Hopton – 66 homes (40 dwellings and 26 sheltered housing or housing with an element of care)



Rural Areas - South

Belton

- BEL1 – 100

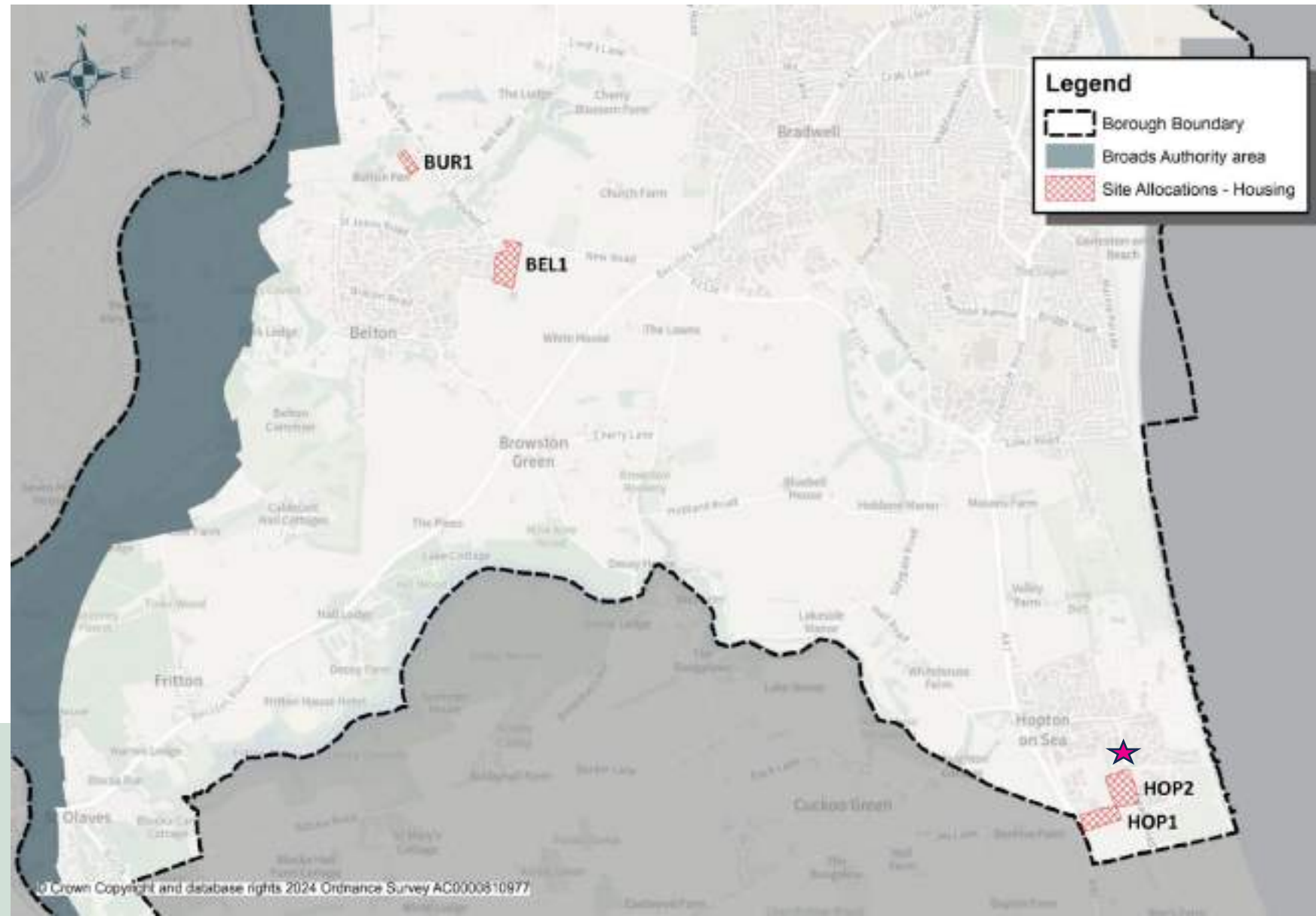
Burgh Castle

- BUR1 – 20

Hopton

- HOP1 – 50

- **HOP2 - 66**



Rural Areas - South

Belton

- BEL1 – 100

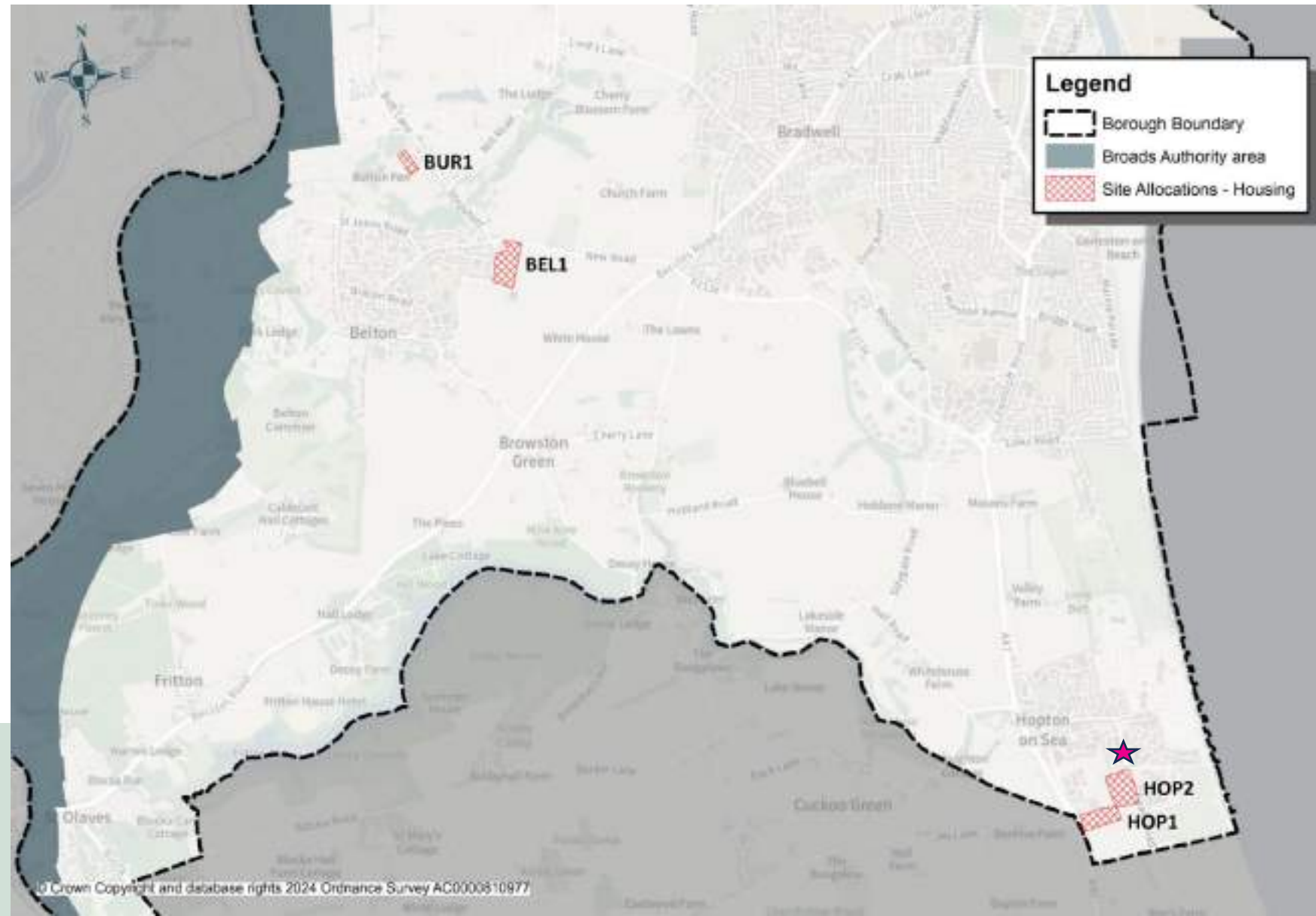
Burgh Castle

- BUR1 – 20

Hopton

- HOP1 – 50

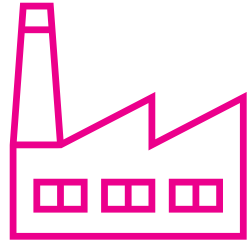
- **HOP2 - 66**



Planning policies - 1



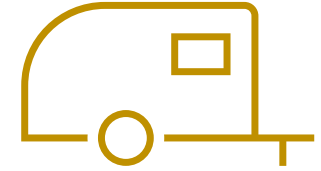
- 25% affordable housing requirement
- Space and access standards
- Control over HMOs
- Self-build requirement and provision in countryside



- New and expanded business parks
- Protection of existing business and industrial estates



- Town centre first
- Mix of uses in town centres
- Support and protection of local centres



- Protection and expansion of existing holiday parks
- New tourism development supported

Additional policies – To support the provision of Gypsy & Traveller accommodation needs over the plan period



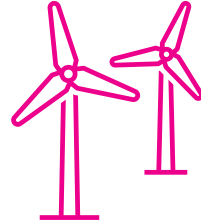
Planning policies - 2



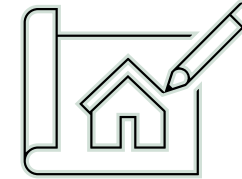
- Provision of open space per dwelling
- Protection of open space and community facilities
- Amenity considerations



- Promotion of sustainable transport modes
- Parking standards
- Encouraging Electric vehicles (EVs)



- Managing coastal change and flood risk
- Encourage energy efficiency and consideration of embodied carbon
- Water conservation



- Design Code
- Management of conservation areas
- Protection for non-designated heritage assets



- Mitigating impact on designated habitats
- 20% Biodiversity Net Gain
- Protection of setting of Broads and Norfolk Coast
- Strategic Gaps
- Dark skies

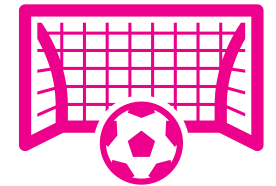
Infrastructure

- Improved cycle links e.g. South Gorleston and north-Lowestoft.
- Education:
 - New primary school in Caister,
 - New SEND school in Caister,
 - Expansion to some primary schools,
 - Expansion of all secondary schools.
- Improvements to health care provision including the redevelopment of JPUH, new medical centre in Caister and Shrublands in Gorleston.
- New community centre in Caister, Beacon Park District Centre, and improvements to community other centres, and libraries elsewhere.
- New/enhanced open space, including Country Park at Caister.



Community Infrastructure Levy (CIL) – Draft Charging Schedule Consultation

- Residential - **£80** per sqm
- Allocated/Encouraged Brownfield sites, e.g. Great Yarmouth town centre - **£0** per sqm – reliance on **s106**
- Allocated land at Nova Scotia Farm - **£0** per sqm – infrastructure instead funded by **s106** financial contributions
- Sheltered and Extra Care housing - **£0**
- Supermarkets - **£240** per sqm
- Retail warehouse - **£100** per sqm
- All other development - **£0** per sqm
- Standard charge on development (per sqm)
- To fund infrastructure
- 15% CIL funds from area to Parish Councils
 - Raises to 25% with **adopted** Neighbourhood Plans



Neighbourhood Plans

- Sit alongside the LP forming the Development Plan
- NPs must be in general conformity with strategic policies of LP
- Technically an LP can supersede NP policies (where they conflict)
- LP preparation has considered NP policies



What's Next?

**December –
January 2025**
– Final Draft
Local Plan
publication

**February
2025 –**
Submission of
Final Draft
Local Plan for
Examination

**February
2025 –
February
2025**
Examination

March 2026-
Adoption




How to view documents

- Online:
 - Local Plan – <https://localplan.great-yarmouth.gov.uk/article/9963/Emerging-Local-Plan>
 - CIL – <https://cil.planning.great-yarmouth.gov.uk/article/12781/Community-Infrastructure-Levy-Draft-Charging-Schedule-Regulation-16-Publication>
- Inspection copies (subject to opening hours) at:
 - GY Town Hall
 - Local Libraries – GY, Gorleston, Caister, Bradwell, Martham
- Online webinar – **TBC**
- Public Exhibitions, speak to officers:
 - **Town Hall - 9 January 2025 from 10am to 6pm**
 - **Bradwell - 13 January 2025 from 4pm to 9pm at the Old School Village Centre**
 - **Scratby - 15 January 2025 from 4:30pm to 9pm at All Saints Parish Hall**



Submitting comments

- Online Form - <https://surveys.great-yarmouth.gov.uk/local-plan-regulation-19-pre-submission-representation>
- Email  (attach form) localplan@great-Yarmouth.gov.uk
- Paper Form (print from website)
- Comments will be sent to an appointed Inspector
- LP comments need to consider:
 - Legal compliance
 - Tests of Soundness
 - Option to attend examination hearings



Great Yarmouth Local Plan Pre-Submission Representation Form

Publication Stage (Reg. 19) Representation Form

Please return to Great Yarmouth Borough Council by 23:59 on 31 January 2025.

Please be aware that any representation you may submit cannot be treated as confidential as it forms part of the "public" part of planning for the purposes of the General Data Protection Regulation 2018 and Data Protection Act 2018. The Council will publish names and represent them on its website. We will not publish personal information such as telephone numbers, emails or private addresses in accordance with the Freedom of Information Act 2000. However, all personal information in the representation will be sent to the Council's Planning Officer (an external contractor) and the Planning Inspectorate. The Planning Inspectorate have published a Privacy Statement on how they manage personal information. In submitting a representation, you are acknowledging, confirming that you agree to the use and accept responsibility for your comments. Please also see the Submission Form for how your data will be used during the process of examination.

This form has two parts –

Part A – Personal Details. MUST only be completed once.

Part B – Your comments/objections. Please fill in a separate sheet for each representation you wish to make.

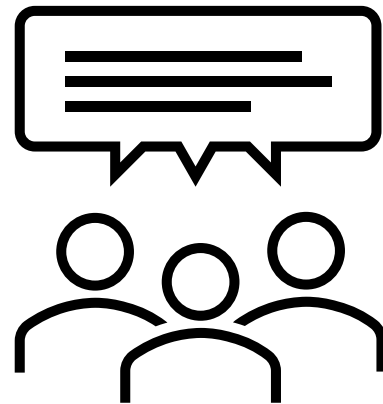
Part A

C. Personal Details* (If you are an appointed agent, please use the title, name and telephone number of your agent. You should not complete this part if you are not an agent.)

Name	<input type="text"/>	<input type="text"/>
Title	<input type="text"/>	<input type="text"/>
Job Title	<input type="text"/>	<input type="text"/>
Address	<input type="text"/>	<input type="text"/>
Postcode	<input type="text"/>	<input type="text"/>
Phone Number	<input type="text"/>	<input type="text"/>

Consultation Closes 31 January 2025

Q and A



GREAT YARMOUTH
BOROUGH COUNCIL



CAISTER-ON-SEA

CAISTER-ON-SEA PARISH COUNCIL
The Council Hall
1 Yarmouth Road
Caister-On-Sea
Norfolk
NR30 5DL

Office: 01493 738 474

Opening Hours: Monday – Thursday 9:30am – 12:30pm

Norfolk ALC AGM Report – 6 January 2025

NOTES - NORFOLK ASSOCIATION OF LOCAL COUNCILS AGM 04 DECEMBER 2024.

Statement from Vice Lord Lieutenant Michael Gurney.

- Role of the Lieutenancy in Norfolk and to note that the local DL information is available on the Lieutenancy website.
- Promotion of King's Award for Charity and Business.
- The importance of local governance in the community.

1. To receive apologies

55 in attendance, 2 apologies received.

2. Minutes from last AGM (previously circulated)

The minutes were ACCEPTED.

3. Accounts 22-23 and 23-24 (Previously circulated)

2022-23 Financial Statements recorded an annual deficit of (£47,401).

NB: The total amount which should have been allocated over the 2 years 2022 to 2024 was not released until the final year 2023-24.

Total Income £207,677 and Total Expenditure of £255,078

2023-24 Financial Statement recorded an annual surplus of £51,895

Total Income of £296,766 and Total Expenditure of £244,871

The deficit and surplus figures for the two consecutive years show a compensating variance within the two-year span, largely due to the higher income receipts in the 2023 24 accounts.

The 2023-24 Government grant Receipts of £148k represent 2 years prepaid grants for project contracts.

Question – Sales and Income breakdown is not included and asked for further clarification, and for a greater breakdown in future years for transparency. Janet Holdom confirmed that this is subscriptions and services provided. There has been a number of local government grants, but could not at the meeting give greater clarification.

Question – Asked for examples of “wellbeing” £31k spend, and suggested the title should be changed to resilience following responses. Madeleine Ashcroft advised this was a member of staff that had been working across parishes in Norfolk. Janet Holdom further explained that it was also to support planning for flood management and other community disasters across the county. Alan Wright added that the paid worker (now not in post) had focussed on sustainability within the communities.

HMRC Corporation Tax issue.

Corporation Tax exemption claim 2nd stage appeal process is underway. As a Not For Profit organisation, the Norfolk ALC case is robust and strengthened by other county association in the same position

The accounts were ACCEPTED.

4. Annual Report (to be circulated in near future) Madeleine Ashcroft gave a report and explained the appointment of Adrian Myers as County Officer, who is implementing the revised structure of NALC.

Topics covered by the report:

- Training and advisory support continues, including informative newsletters, serving councils with payroll, HR advice and regular SILCA courses.
- Website services are a focus, IT support.
- Member Councils will be able to vote in two months-time (4 February 2025) on the restructuring of NALC from current Cooperative status to a Company LTD by Guarantee.
- Negative publicity had affected NALC following the claims by Professor Tim O’Riordan, the former President and the issue is still ongoing.
- Parish Clerks; New Articles of Association will set out how Clerks can contribute to the Board.
- County grant funding might be in jeopardy, NALC is working to challenge this.

5. Elections reasoning being elections in May.

Call for nominations for the May EGM. Four-year cycle for election starts in 2025, which is when the new status will be changed, if vote for change is accepted by members.

6. Legal Structures changing from Current to a Ltd Company by Guarantee.

Carolyn Coleman spoke to the paper circulated, explaining the function changes for a membership organisation such as NALC.

Topics covered by the report:

- Meetings have to date had a low attendance and therefore low voting power.
- Privacy regulation states that all members should be listed, however NALC does not wish to circulate information and refuse to supply the information to other parties.
- Page 3 of the circulated report compares the two structures in detail and all assets will pass from the current status to the new status.
- No surplus can be given as dividends, all monies will be re-directed for the benefit of all members.

Question – Has charity status been considered? Madeleine Ashcroft explained that the Charity Commission rules would be too limiting.

Question – What greater impact will the new status have? Carolyn Coleman explained that the Articles of Association can be structured to be of benefit to NALC and members. The Board will be elected by members, and will maintain close contact with local councils.

Question – When will the Articles of Association be circulated? Carolyn Coleman asked for interested parties to be part of the consultation. The document will be circulated early in 2025.

Question – Could the full report by Robert Taylor to be circulated? Madeleine Ashcroft explained that Roger Taylor is being used for the consultation, and is a solicitor who has been advising NALC for the last two years and a known expert in preparing Articles for many Councils. NB: Robert Taylor is the author of The Clerk's Handbook which is available on Amazon for £190.00 or via SLCC for £131.00.

The importance of utilising the votes (as allocated to Caister Parish Council) was discussed and it was explained that the Clerk could vote on behalf of Council, if this was agreed by Council and recorded in their minutes.

7. Discussion and vote concerning member data privacy

Each person's vote should be a personal opinion and not one of Council unless council had discussed and recorded in their minutes the collective stance.

Adrian Myers asked following the meeting, that data privacy information should be discussed by Councils at their next meeting to establish each council's opinion of data privacy and their

individual resolution. Motion to DEFER CARRIED. Vote deferred, awaiting further information to be supplied in the new year.

8. Looking to the future and Summary

(straight onto item 9)

9. County Officer

Adrian Myers spoke to the meeting concerning the legislation relating to Parish Councils and the importance of Councils to the local community.

Advising that:

- Clerks have an important part to play and work is being undertaken to move forward with Clerks having more of a voice and not solely be an administrator to the Parish Council only.
- NALC is moving to have more access to legal advice to support Councils.
- The training provision is under review.

10. Date and time of next meeting. Looking at quarterly meetings, but no dates confirmed.

MOK 04.12.2024.



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Allaying health concerns regarding 5G and exposure to radio waves

An IET guide for policy makers and local planning authorities
2nd edition

theiet.org/5G-health

Allaying health concerns regarding 5G and exposure to radio waves is published by the Institution of Engineering and Technology.

Please note that the views expressed in this publication are not necessarily those of the IET. It is not intended to be a guidance note with a specified set of recommendations or actions but rather seeks to add understanding and debate around the topic.

The Institution of Engineering and Technology (IET) is working to engineer a better world. We inspire, inform and influence the global engineering community, supporting technology innovation to meet the needs of society. The Institution of Engineering and Technology is registered as a Charity in England and Wales (no. 211014) and Scotland (no. SC038698).

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About this guide

This Institution of Engineering and Technology Guide aims to give policy makers and Local Planning Authorities a better understanding of what 5G is, and what it is not, as it affects the concerns that have been expressed about exposure to radio waves.

The document is intended as a brief overview and references for further reading are provided in the footnotes.

Prof Will Stewart FEng, FlinstP, FIET, FOSEA
Chairman of the IET Digital Communications Policy Panel

Prof Stephen Temple CBE FEng CEng FIET
IET Guide Lead Editor

The IET Digital Panel would welcome any comments you may have on the contents/your ideas for future digital publications. Please get in touch via sep@theiet.org.

Foreword



There has been an "infodemic" of misleading and false information circulating in the media about 5G and alleged health effects. Some of it is pure fantasy, but there have also been sincere concerns expressed by some people, including scientists, who are not up to date with how 5G has evolved in the UK.

The second edition of the IET Guide "Allaying health concerns regarding 5G and exposure to radio waves" provides a bridge to understanding how the 5G technology being implemented and the frequencies being used affect radio wave exposure, compared to the earlier mobile technologies that everyone is very familiar with.

The Guide is also helpful in another respect. It brings together, in one publication, an explanation of the overall rigorous radio exposure safety framework for public mobile services, embracing both the mobile networks and smartphones. The conclusion that 5G is as safe as 4G, 3G and Global System for Mobile communication (GSM) is not a political soundbite, but a conclusion drawn from an objective detailed examination, by independent professional engineers, who belong to institutions committed to the very highest professional standards.

D. A. George

Professor Danielle George
IET Deputy President

Introduction



What is 5G?

5G is the next evolution in mobile technology that will provide the underlying wireless infrastructure to cope with the relentless rise in data consumption¹ and support many new applications. This includes everything from connected cars and virtual and augmented reality through to the foundations for emerging smart city and Internet of Things (IoT) technologies. It delivers this through the use of revolutionary new hardware like beam forming antennas and innovative new radio coding software at its core.

Features of 5G



Faster download speeds

It is expected that 5G will provide Gb/s data speeds. This would mean things that currently take minutes to download would only take seconds. Even more important will be the ability to support higher download speeds for many more concurrent users in the same place. This will lead to a more predictable and consistent performance.



Lower latency

5G can support significantly lower latency, where appropriate, meaning very little lag, or buffering. This could enable mobile applications that simply aren't possible today, such as multiplayer gaming, factory automation and other tasks that demand quick responses.



Greater capacity

5G will also have vastly greater capacity, allowing networks to better cope with not only the rapidly increasing data demands of customers today, but also the growth of high-demand applications being planned in the future.

¹ Ofcom "Enabling 5G in the UK" https://www.ofcom.org.uk/_data/assets/pdf_file/0022/111883/enabling-5g-uk.pdf.

Key observations



	<p>The 5G technology itself, <i>in so far as it affects radio wave exposure</i>, is very similar to 4G and in terms of its pulsed signals, the same as Global System for Mobile communication (GSM), Digital Enhanced Cordless Telecommunications (DECT) phones and a version of 4G.</p>
	<p>As there has been no dispensation for 5G safety standards, it will have to meet the same safety standards as 4G, 3G and GSM, meaning 5G will be just as safe as 4G, 3G and GSM.</p>
	<p>There are no "higher frequency" (mmWaves) commercial 5G mobile antennas deployed anywhere in the UK and none are currently planned (due to high cost of coverage).</p>
	<p>Reducing exposure to radio waves in the future requires more base stations in order to drive down both smartphone and base station power levels.</p>

05

Allaying health concerns regarding 5G and exposure to radio waves – Compliance with ICNIRP guidelines for 5G mobile broadband networks

Compliance with ICNIRP guidelines for 5G mobile broadband networks

The second element of the cellular mobile radio wave exposure safety framework is *compliance* of base stations with ICNIRP recommended limits.

Ofcom intends to introduce a new condition in spectrum licences that will require licensees to ensure that all Electric and Magnetic Fields (EMF) emissions from radio equipment in excess of 10 watts (effective isotropic radiated power) complies with the relevant levels for general public exposure from the ICNIRP Guidelines. It will ensure Ofcom is in a position to take appropriate enforcement action in the event of non-compliance with the ICNIRP Guidelines.

Ofcom has already carried out their own independent measurements on some deployed 5G base stations and verified their compliance with the guidelines⁷.

As part of the process for obtaining planning consent for new 4G/5G sites and upgrades, each operator will continue to confirm compliance with ICNIRP guidelines⁸.



⁷ See <https://www.comsoc.org/publications/ctn/truth-out-there-examining-science-around-5g-paranoia>.
⁸ See <https://www.ofcom.org.uk/manage-your-licence/radiocommunication-licences/mobile-wirelessbroadband/exposure-electro-magnetic-fields>.

07

Electromagnetic Field (EMF) exposure guidelines developed by the International Commission on Non-Ionizing Radiation Protection (ICNIRP)

The first element of the cellular mobile radio wave exposure safety framework are the international recommended guidelines set by the ICNIRP at levels to ensure no harm².



The most recent set of ICNIRP guidelines were published on the 11th March 2020, following a comprehensive assessment of peer-reviewed scientific literature over two decades, covering both thermal and non-thermal effects. The guidelines are designed to ensure that all people are not exposed to electromagnetic radiation at radio frequencies³ in a way that would have any adverse effect on the body, such as excessive heating. No evidence for cancer, infertility or other health effects⁴ has been found at the exposure levels recommended in the guidelines.

The reference exposure level for bands below 6 GHz (i.e. all the frequencies currently used in the UK for GSM, 3G, 4G & 5G) has not been changed in the revised guidelines. They have been calculated by reference to specific absorption rate (SAR)⁵ and incorporate a substantial margin of safety.

For bands above 6 GHz, where the body does not really absorb the Radio Frequency (RF), the guidelines are set by reference to Power Density (PD)⁶, and again incorporating a substantial margin of safety.

² <https://www.icnirp.org/en/frequencies/radiofrequency/index.html>.
<https://www.icnirp.org/cms/upload/publications/ICNIRPrfgdl2020.pdf>.
³ The radiofrequency ranges are in the non-ionising part of the Electromagnetic Spectrum (30Hz to 300GHz), well below, for example, the visible light portion of the Electromagnetic Spectrum (c.430-740THz).
⁴ Other health effects mentioned include absurd theories linking 5G to Coronavirus.
⁵ SAR is defined as the power absorbed per mass of tissue and has units of watts per kilogram (W/kg). SAR is usually averaged either over the whole body or over a small sample volume (typically 1g or 10g of tissue).
⁶ Power density is the amount of power per unit area (Watts/M2).

06

Allaying health concerns regarding 5G and exposure to radio waves – Compliance with ICNIRP guidelines for 5G smartphones and consumer choice

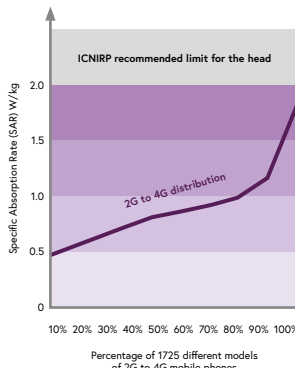
Compliance with ICNIRP guidelines for 5G smartphones and consumer choice

The third element of the cellular mobile radio wave exposure safety framework are the recommended limits for smartphones and other mobile devices.

A manufacturer, by adding a CE marking, is declaring, on its own responsibility, conformity with all of the legal requirements to achieve CE marking, including compliance with ICNIRP guidelines.

The illustration below indicates the distribution of Specific Absorption Rate (SAR) values for the head with GSM, 3G and 4G mobile technology generations based upon a very large sample of 1725 different models from 14 different manufacturers over a number of years.

Specific Absorption Rate (SAR) values for the head with GSM, 3G and 4G mobile technology



The result shows almost 80% of all models in this very large sample had SAR values under 50% of the recommended limit. Data has been gathered on a number of 5G smartphones on sale in the UK. All the values were compliant and comparable to the earlier generations of smartphones. The frequencies built into the UK 5G smartphones were all below 6 GHz.

In recent years, SAR information for some phones has not always been easy for consumers to locate. SAR information should be included in publicly available technical specifications of all smartphones in order to facilitate consumer choice.

Finally, "handsfree working" is now standard on all smartphones. This offers consumers the discretion for further reducing RF exposure.



08

Exposure level reductions from new masts and small cells

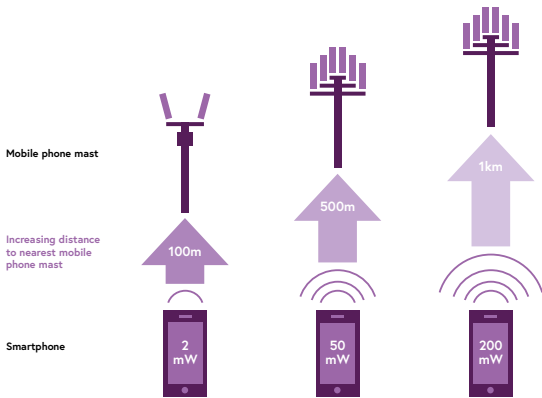
Small cells (micro-cells or pico-cells) are physically smaller antenna systems designed to work over a very short range to ease network congestion or fill in gaps in coverage.

Some people have expressed concern that a large number of 5G cells may increase a person's exposure to radio waves. However, that is not the way cellular mobile networks work. Every time a new mast or small cell is added, the distance the signal has to travel reduces. Therefore, from the laws of physics, the power needed at the smartphone and base station for a reliable connection is much less. Using the lowest practical power level is essential to prevent users located in different cells from disrupting each other's connections. It also saves the user's smartphone battery life.

For many people, their smartphone will be by far the nearest source of radio wave energy to them. As a result, more masts or 5G small cells will lead to a reduction in the overall radio wave signal strength an individual smartphone user is exposed to.

At the moment, there are relatively few small cells in use in the UK and though their numbers are likely to increase over time, we don't expect a mass rollout of them any time soon.

Illustrating how more base stations reduce smartphone powers and hence RF exposure*



* The numbers are purely illustrative and the actual powers will be determined by many factors including, importantly, the physical distance but also the urban topology between the network antenna and the smartphone.

09

The most widely used 5G band in the UK will be 3.6GHz

The UK and Europe proposed the use of three bands for 5G¹⁰. These were termed the 5G pioneer bands and each had a different purpose.

700MHz

This band is to secure pervasive national coverage. It's likely to be deployed from the traditional tall mobile phone masts. Only modest data capacity can be supported.

3.6GHz (3.4-3.8GHz)

The 3.6GHz band sits between the current WiFi bands at 2.4GHz and 5GHz that are already widely deployed in homes, offices and public places. 3.6GHz is the 'sweet spot' for achieving the best capacity over the largest areas for the lowest cost and has wide international support. The mass deployment of small low power base stations in towns and cities will most likely use this band¹¹.

26GHz

This high frequency (mmWaves) supports the largest capacity but at the highest cost of coverage. There are no 26 GHz (mmWaves) commercial 5G mobile antenna being deployed anywhere in the UK and none are currently planned.

Research engineers see a potential for 26GHz to be used for a data capacity lift in the limited number of locations where the 3.6 GHz frequency maxes out over the next 10 years (less than 3% of the UK¹²). Another use may be as a low power advanced manufacturing broadband access point (Industry 4.0). Such examples of relatively short distance applications only need relatively low power levels.

Beam forming antennas

For the past 20 years mobile operators have typically used three or four sector antennas, so as not to waste radio energy in directions where it's not needed. New beam forming antennas (sometimes referred to as Massive (complexity) Multiple input Multiple output antenna) make the transmission much more efficient, with the equivalent of 40, much smaller sectors, but still able to deliver the same power to a user standing at the edge of the cell's coverage area but wasting less energy to achieve this¹³.



¹⁰ European Commission Radio Spectrum Policy Group's "Strategic Roadmap towards 5G in Europe" https://rspg-spectrum.eu/wp-content/uploads/2013/05/RPSG16-032-Opinion_5G.pdf and IET "5G Networks for Policy Makers" report <https://www.theiet.org/media/1166/5g-report.pdf>.

¹¹ Ofcom "Enabling 5G in the UK" March 2018 paragraph 1.13 https://www.ofcom.gov.uk/_data/assets/pdf_file/0022/111883/enabling-5g-uk.pdf.

¹² IEEE Spectrum "5G Bytes: Massive MIMO Explained" <https://spectrum.ieee.org/video/telecom/wireless/5gbytes-massive-mimo-explained>.

¹³ techUK "UK SPF publish principles for the release of 26 GHz 5G pioneer band" <https://www.techuk.org/insights/reports/item/15915-uk-spf-publish-principles-for-the-release-of-26-ghz-5g-pioneer-band>.

10

Conclusion



5G is just as safe as 4G, 3G and GSM

This document has aimed to set out the reality around concerns regarding radio wave exposure, mobile coverage and 5G.

Small 5G base stations in our towns and cities will allow improved network coverage. They will reduce radio wave exposure to individual smartphone users and improve local 5G capacity for all manner of useful bandwidth-hungry applications. A good 5G fibre base local broadband infrastructure will be important to local communities over the coming decades in view of the ever-increasing amounts of data being consumed by the general public.



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Our ref: CTIL 30684200

12th December 2024

Caister-On-Sea Parish Council
79 Seafield Road North
Caister-on-Sea
Great Yarmouth
Norfolk
NR30 5LG
clerk@caisterparishcouncil.gov.uk

Clarke Telecom Ltd
Unit E
Madison Place
Northampton Road
Manchester
M40 5AG

Dear Sir/Madam,

PROPOSED UPGRADE TO EXISTING RADIO BASE STATION INSTALLATION AT CTIL 30684200, NORFOLK POLICE TOWER, CAISTER POLICE MAST, COVENT GARDEN ROAD, CAISTER-ON-SEA, GREAT YARMOUTH, NORFOLK, NR30 5SB, NGR: E 651394 N 313306

Cornerstone is the UK's leading mobile infrastructure services company. We acquire, manage, and own over 20,000 sites and are committed to enabling best in class mobile connectivity for over half of all the country's mobile customers. We oversee works on behalf of telecommunications providers and wherever possible aim to:

- promote shared infrastructure
- maximise opportunities to consolidate the number of base stations
- significantly reduce the environmental impact of network development

Cornerstone has identified this site as suitable for an equipment upgrade in the Caister-On-Sea area, it will improve service provision for Cornerstone. The purpose of this letter is to consult with you and seek your views on our proposal before any planning notification is made. We understand that you are not always able to provide site specific comments, however, Cornerstone are committed to consultation with communities on their mobile telecommunications proposals and as such would encourage you to respond.

As part of Cornerstone's continued network improvement program, there is a specific requirement for an upgrade to the existing installation at this location to provide enhanced coverage and capacity, and new 5G coverage ensuring that this area of Caister-On-Sea has access to the latest technologies.

Mobiles can only work with a network of base stations in place where people want to use their mobile phones or other wireless devices. Without base stations, the mobile phones, and other devices we rely on simply won't work.


Please find below the details of the proposed site: -

Our technical network requirement is as follows:

In the first instance, all correspondence should be directed to the agent.

Cornerstone Planning Consultation Letter to Councillors - Standard V.3 – 15/04/2021

Registered Address:
Cornerstone Telecommunications, Infrastructure Limited,
Hive 2, 1530 Arlington Business Park, Theale, Berkshire, RG7 4SA.
Registered in England & Wales No. 08087551.
VAT No. GB142 8555 06

 Cornerstone, Hive 2,
1530 Arlington Business Park,
Theale, Berkshire, RG7 4SA

CTIL 30684200, NORFOLK POLICE TOWER

The site is needed to provide enhanced 2G and 4G coverage and capacity as well as new 5G service provision to ensure that customers experience access to the latest technologies currently available. The installation will also meet the extra demands on the network in this area as new technologies improve increasing the demand for 4G and 5G technology.

The Government recognises that widespread coverage of mobile connectivity is essential for people and businesses. People expect to be connected where they live, work, visit and travel. That is why the Government is committed to extending mobile geographical coverage further across the UK, with continuous mobile connectivity provided to all major roads and to being a world leader in 5G. This will allow everyone in the country to benefit from the economic advantages of widespread mobile coverage. As well as improved mobile signal, 5G networks are also crucial to drive productivity and growth across the sectors that local areas are focusing on through their emerging Local Industrial Strategies. Enabling and planning for 5G implementation is central to achieving the Government's objective to deliver prosperity at the local level and enable all places to share in the proceeds of growth.

The Government is determined to ensure the UK receives the coverage and connectivity it needs. To this end, the Government wants to be a world leader in 5G, the next generation of wireless connectivity, and for communities to benefit from the investments in the new technology.

The case for 5G is compelling as it will bring faster, more responsive and reliable connections than ever before. More than any previous generation of mobile networks, it has the potential to improve the way people live, work and travel, and to deliver significant benefits to the economy and industry through the ability to connect more devices to the Internet at the same time, creating the so-called "Internet of Things". This will enable communities to manage traffic flow and control energy usage, monitor patient health remotely, and increase productivity for business and farmers, all through the real-time management of data.

The demand for mobile data in the UK is increasing rapidly, and as households and businesses become increasingly reliant on mobile connectivity, the infrastructure must be in place to ensure supply does not become a constraint on future demand.

NORFOLK POLICE TOWER, CAISTER POLICE MAST, COVENT GARDEN ROAD, CAISTER-ON-SEA, GREAT YARMOUTH, NORFOLK, NR30 5SB, NGR: E 651394 N 313306

The proposed works comprise: remove and Replace Existing Antennas for 6no X New Antennas. Installation of 12no x RRU's. Installation of 2no x 300mm Transmission Dishes. Installation of 1x Pole Mounted GPS Module. All other works within existing equipment cabinets


The operators are proposing to upgrade their existing installation to ensure the latest high quality, reliable, secure communications technology is able to be provided from this location. The amendments to the existing scheme are essential in order that customers' handheld devices continue to operate for the purposes in which they have become accustomed, accessible wherever they are whether that be indoors or outside.

As this is an existing ground based this is sequentially the most preferable site for the operators to upgrade their existing service provision to this cell area.

In the first instance, all correspondence should be directed to the agent.

Cornerstone Planning Consultation Letter to Councillors - Standard V.3 – 15/04/2021

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VAT No. GB142 8555 06

 Cornerstone, Hive 2,
1530 Arlington Business Park,
Theale, Berkshire, RG7 4SA

The Local Planning Authority mast register and our records of other potential sites have already been reviewed, the policies in the Development Plan have been taken into account and the planning history of the site has been examined.

All Cornerstone installations are designed to be fully compliant with the public exposure guidelines established by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). These guidelines have the support of UK Government, the European Union and they also have the formal backing of the World Health Organisation. A certificate of ICNIRP compliance will be included within the Regulation 5 notification.

In order to give you time to send your comments or request further information, we commit to allow at least 14 days before proceeding with the works. This 14-day period starts from the date at the top of this letter.

We would also be grateful if you could please advise of any local stakeholders or groups that might like to make comments. For your information pre-consultation letters and a set of plans have been sent to the local ward councillors for Caister North ward, Caister-On-Sea Parish Council, local MP and Yarmouth Heliport.

We look forward to receiving any comments you may have on the proposal within 14 days of the date of this letter.

Should you have any queries regarding this matter, please do not hesitate to contact me (quoting cell number CTIL 30684200)

Yours faithfully


BWatson

Bernadette Watson
Acquisition Surveyor
Acquisition
Clarke Telecom
Tel: +44 161 785 4500
Email: Bernadette.Watson@Clarke-Telecom.com
(for and on behalf of Cornerstone)

In the first instance, all correspondence should be directed to the agent.

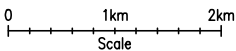
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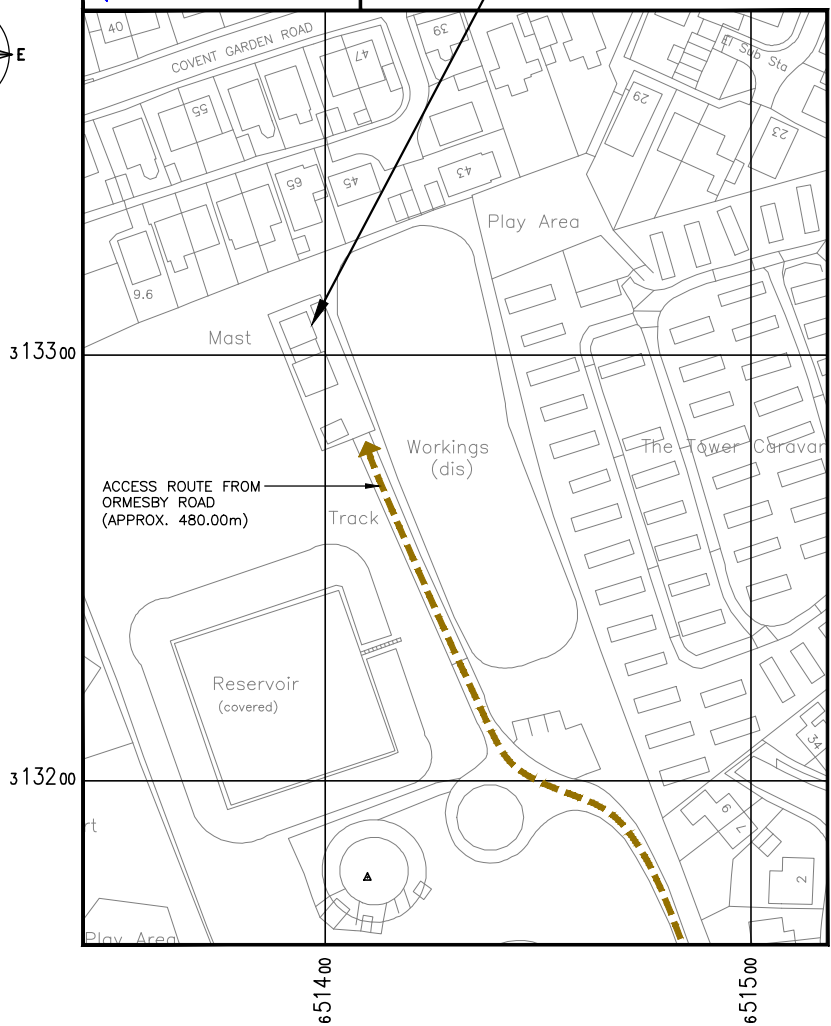
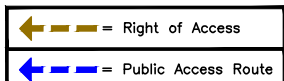
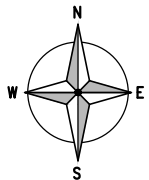
SITE LOCATION



SITE LOCATION
(Scale 1:50000)



SITE PHOTOGRAPH



DETAILED SITE LOCATION
(Scale 1:1250)

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R E: 651394 N: 313306

DIRECTIONS TO SITE:
TAKE A11 TO NORWICH, THEN TAKE A47 TOWARDS GREAT YARMOUTH FOR 15 MILES TO ACLE. AT ROUNDABOUT AT Q8 GARAGE TAKE THE A1064 TO CAISTER. AS YOU APPROACH CAISTER GO STRAIGHT ON AT BOTH A149 ROUNDABOUTS. CONTINUE INTO TOWN AS FAR AS THE TRAFFIC LIGHTS. FOR POLICE STATION TURN RIGHT. IT IS 100.0m ON THE RIGHT. WITH GATE KEY FOR SITE 0768 GO BACK TO THE TRAFFIC LIGHTS AND GO STRAIGHT FOR 0.5 MILES. JUST PAST THE CEMETERY ON THE LEFT LOOK FOR THE ESSEX & SUFFOLK WATER BOARD BLUE GATES ON THE LEFT, OPPOSITE THE HAVEN HOLIDAY CAMP. IF YOU GO PAST THE PEDESTRIAN CROSSING YOU'VE GONE TOO FAR. LOCATE THE VODAFONE PADLOCK THEN FOLLOW THE TRACK PAST THE WATER TOWER TO THE POLICE COMPOUND. PROPOSED TEF EQUIPMENT TO BE INSTALLED WITHIN EXISTING VF CABIN WITHIN COMPOUND.

NOTES:

A	Issued for Approval	AT	SD	14.07.22
REV	MODIFICATION	BY	CH	DATE

CLARKE telecom
Unit E, Madison Place, Northampton Road,
Manchester, M40 5AG
Tel: 0161 785 4500
Fax: 0161 785 4501
Web: www.clarke-telecom.com

O₂

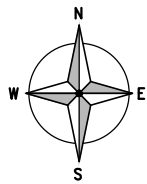
Cell Name	Opt.
NORFOLK POLICE TOWER	-

Cell ID No		
CORNERSTONE	VMO2	VMO2
306842_00	022485	-

Site Address / Contact Details
CAISTER POLICE MAST
COVENT GARDEN ROAD
CAISTER-ON-SEA, GREAT YARMOUTH,
NORFOLK
NR30 5SB

Drawing Title: SITE LOCATION MAPS			
Purpose of Issue: PLANNING		Dwg Rev:	
Drawing Number: 100		A	
Surveyed By: CB		Original Sheet Size: A3	
Drawn: AT	Date: 14.07.22	Checked: SD	Date: 14.07.22
		Pack Issue: B	

The drawings comply with VMO2 & VF Standard ICNIRP guidelines.
Designed in accordance with Cornerstone documents: SDN0013 & SDN0009.



GARDENS

EXISTING OLO EQUIPMENT CABIN.

EXISTING 65.00m HIGH LATTICE TOWER ON A CONCRETE FOUNDATION.

EXISTING 3.00m HIGH CHAINLINK FENCE C/W 3No. STRANDS OF BARBED WIRE TO TOP & DOUBLE ACCESS GATES.

EXISTING OLO CABLE LADDER.

EXISTING VF CABLE LADDER AND SUPPORT POLES FROM EQUIPMENT CABIN TO TOWER.

EXISTING OLO EQUIPMENT BUILDING (8.70m x 8.20m x 3.50m HIGH) ON A CONCRETE FOUNDATION.

GROUND LEVEL +0.00m

BUILDING HEIGHT +3.50m

EXISTING EQUIPMENT BUILDING ACCESS DOORS.

EXISTING POLE MOUNTED VF GPS MODULE.

EXISTING VF EQUIPMENT CABIN ON A CONCRETE FOUNDATION.

EXISTING A/C UNIT MOUNTED ON A CONCRETE FOUNDATION.

EXISTING VF METER CABINET MOUNTED WITHIN FENCELINE.

PIT (DISUSED)

ACCESS TRACK

EXISTING SITE PLAN
(1:200)

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R | E: 651394 | N: 313306

NOTES:

A	Issued for Approval	AT	SD	14.07.22
REV	MODIFICATION	BY	CH	DATE



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Fax: 0161 785 4501
Web: www.clarke-telecom.com



Cell Name	Opt.
NORFOLK POLICE TOWER	-

Cell ID No		
CORNERSTONE	VMO2	VMO2
306842_00	022485	-

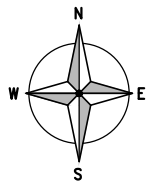
Site Address / Contact Details
 CAISTER POLICE MAST
 COVENT GARDEN ROAD
 CAISTER-ON-SEA, GREAT YARMOUTH,
 NORFOLK
 NR30 5SB

Drawing Title:
 EXISTING SITE PLAN

Purpose of Issue:	PLANNING	Dwg Rev:
Drawing Number:	200	A

Surveyed By:	Original Sheet Size:	Pack Issue:
CB	A3	

Drawn:	Date:	Checked:	Date:
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GARDENS

EXISTING OLO EQUIPMENT CABIN.

EXISTING 65.00m HIGH LATTICE TOWER ON A CONCRETE FOUNDATION. PROPOSED 6No. TEF ANTENNAS (3No. AFF1n & AFF3n) C/W 12No. RRH's (6No. RFF1n & 6No. RFF2n) & 2No. TEF 300Ø DISHES TO BE INSTALLED ON TOWER.

EXISTING 3.00m HIGH CHAINLINK FENCE C/W 3No. STRANDS OF BARBED WIRE TO TOP & DOUBLE ACCESS GATES.

EXISTING OLO CABLE LADDER.

EXISTING VF CABLE LADDER AND SUPPORT POLES FROM EQUIPMENT CABIN TO TOWER VF (TO BE UTILISED BY PROPOSED TEF CABLING).

EXISTING OLO EQUIPMENT BUILDING (8.70mx8.20mx3.50m HIGH) ON A CONCRETE FOUNDATION.

GROUND LEVEL +0.00m

BUILDING HEIGHT +3.50m

EXISTING EQUIPMENT BUILDING ACCESS DOORS.

EXISTING POLE MOUNTED VF GPS MODULE TO BE REMOVED.

PROPOSED POLE MOUNTED TEF GPS MODULE.

EXISTING VF EQUIPMENT CABIN ON A CONCRETE FOUNDATION (PROPOSED TEF EQUIPMENT TO BE INSTALLED WITHIN).

EXISTING A/C UNIT MOUNTED ON A CONCRETE FOUNDATION.

PROPOSED TEF GF MC140 TO BE INSTALLED ON A CONCRETE BASE WITHIN FENCELINE.

EXISTING VF METER CABINET MOUNTED WITHIN FENCELINE TO BE REMOVED.

PIT (DISUSED)

ACCESS TRACK

PROPOSED SITE PLAN

(1:200)

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NOTES:

B	VF Equipment Removed	KM	SD	23.02.23
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O₂

Cell Name | Opt.

NORFOLK POLICE TOWER | -

Cell ID No

CORNERSTONE	VMO2	VMO2
306842_00	022485	-

Site Address / Contact Details

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COVENT GARDEN ROAD
CAISTER-ON-SEA, GREAT YARMOUTH,
NORFOLK
NR30 5SB

Drawing Title: PROPOSED SITE PLAN

Purpose of Issue: PLANNING | Dwg Rev:

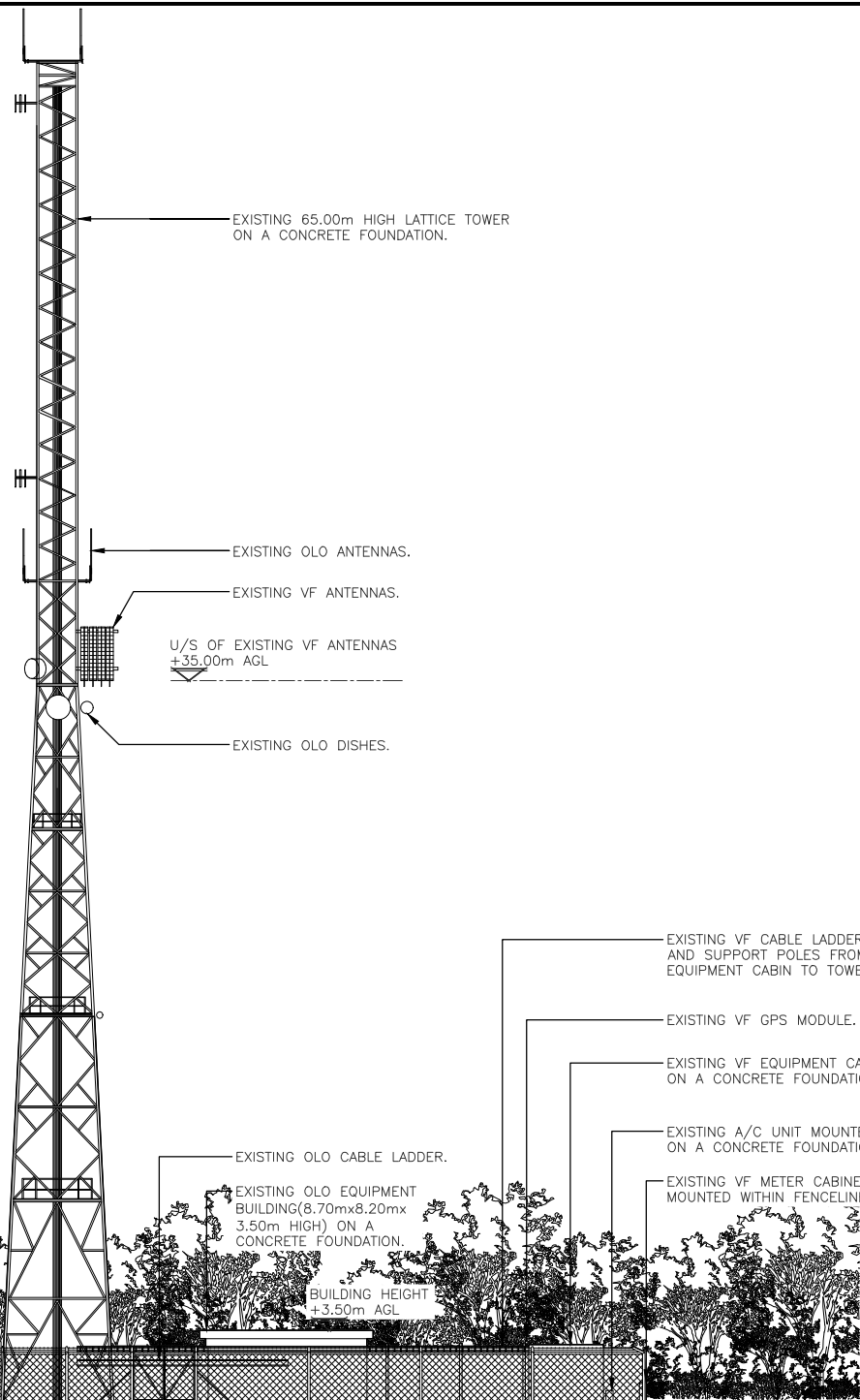
Drawing Number: 201 | B

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Drawn: KM | Date: 23.02.23 | Checked: SD | Date: 23.02.23 | B

The drawings comply with VMO2 & VF Non-Standard ICNIRP guidelines.
Designed in accordance with Cornerstone documents: SDN0013 & SDN0009.

TOP OF TOWER
+65.00m AGL



EXISTING SOUTH WEST ELEVATION

(1:250)

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N.G.R | E: 651394 | N: 313306

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Cell ID No

CORNERSTONE	VMO2	VMO2
306842_00	022485	-

Site Address / Contact Details

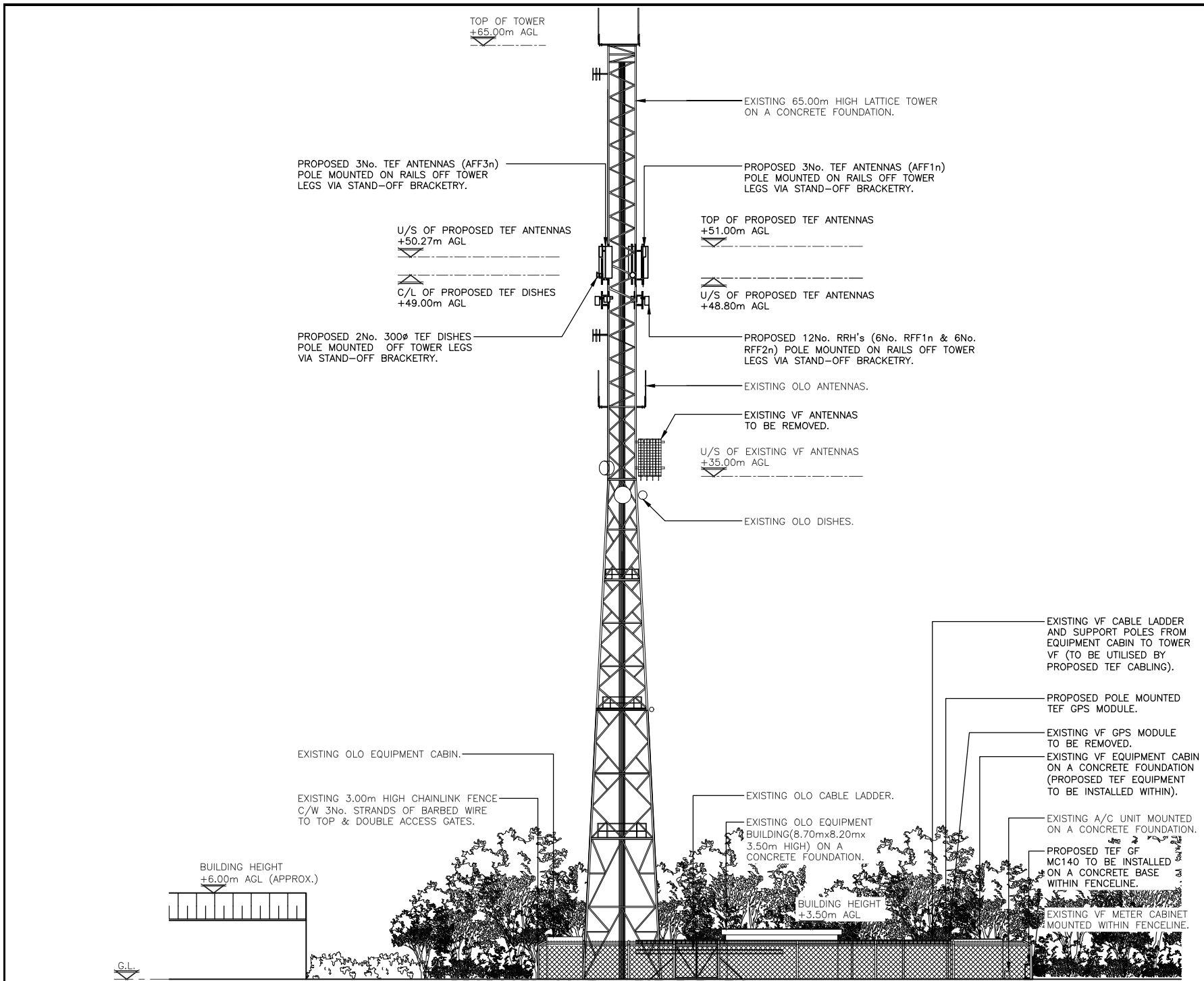
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Drawing Title: EXISTING SITE ELEVATION

Purpose of Issue:	PLANNING	Dwg Rev:
Drawing Number:	300	A

Surveyed By:	Original Sheet Size:	Pack Issue:
CB	A3	

Drawn:	Date:	Checked:	Date:
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Cell ID No

CORNERSTONE	VMO2	VMO2
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Site Address / Contact Details

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 CAISTER-ON-SEA, GREAT YARMOUTH,
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 NR30 5SB

Drawing Title: PROPOSED SITE ELEVATION

Purpose of Issue:	PLANNING	Dwg Rev:
Drawing Number:	301	B

Surveyed By:	CB	Original Sheet Size:	A3	Pack Issue:
Drawn:	KM	Date:	23.02.23	Checked:
				Date:
				23.02.23

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 Designed in accordance with Cornerstone documents: SDN0013 & SDN0009.

PROPOSED SOUTH WEST ELEVATION
 (1:250)

Cornerstone Community Information Sheet

Safety Guidelines on electromagnetic fields from antennas

Radio frequency fields are a type of electromagnetic field. Virtually everyone in the modern world is exposed to electromagnetic fields generated by man-made sources. These include TV and radio transmissions, communications by the emergency services, medical and factory equipment, electronic car keys, baby-listening devices, WiFi and any household appliance that uses electricity.

Various regulations and guidelines apply to the construction and operation of radio base stations, including those that serve to protect health and safety.

All installations are designed to comply with the precautionary International Commission on Non-Ionizing Radiation Protection (ICNIRP) public exposure guidelines as adopted in a European Union recommendation. The UK Government and the UK Health Security Agency support this view.


Mobile phone base stations are generally composed of a cabin or cabinet, which houses the electrical equipment that generates the radio signal, a supporting structure such as a tower or pole and a set of antennas. Only the antennas emit radio waves. As one moves away from the antenna, the strength of the radio wave falls off very rapidly and as the strength decreases, so does the radiofrequency exposure level. Closer to the antennas, there is an area, or volume, where it is possible that ICNIRP guidelines for the public may be exceeded. This is known as the ICNIRP Public Zone and measures are taken, in the form of antenna positioning, signage and physical barriers, to prevent inadvertent access to this area by the public.

The extent of the zone will vary from site to site and is dependent on power input, distribution of the radiofrequency fields and the frequency range.

Clear signage at mobile phone operator sites will indicate restrictions on access and these restrictions should always be observed. The signage provides the relevant contact details for further advice.

How the guidelines are established

Many countries have adopted international guidelines suggested by ICNIRP. These guidelines, which have the formal backing of the World Health Organisation, were developed following a thorough review of the science and took into consideration **both thermal and non-thermal effects**. They are designed to protect all sectors of the population, 24 hours a day, wherever they are in relation to a radio base station. The guidelines are made up of two parts: the first is based on established and proven science; the second part incorporates a safety factor. In this way, the guidelines come with a built-in precautionary element.

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VAT No. GB142 8555 06

In 2020 the ICNIRP updated their safety guidelines, Dr Eric van Rongen stated 'When we revised the guidelines, we looked at the adequacy of the ones we published in 1998. We found that the previous ones were conservative in most cases, and they'd still provide adequate protection for current technologies...However, the new guidelines provide better and more detailed exposure guidance in particular for the higher frequency range, above 6 GHz, which is of importance to 5G and future technologies using these higher frequencies'.

https://www.icnirp.org/cms/upload/presentations/ICNIRP_Media_Release_110320.pdf


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Introduction.

Cornerstone is the UK's leading mobile infrastructure services company. We acquire, manage, and own over 20,000 sites and are committed to enabling best in class mobile connectivity for over half of all the country's mobile customers. We oversee works on behalf of telecommunications providers and wherever possible aim to:

- Promote shared infrastructure;
- Maximise opportunities to consolidate the number of base stations;
- Significantly reduce the environmental impact of network development.

This document is designed to provide general background information on the development of UK mobile telecommunications networks.

It has been prepared for inclusion with planning applications and supports network development proposals with general information.

Background

Over 30 years ago under the Telecommunications Act 1984, a licence was granted to mobile network operators. The licence was to provide wireless (or mobile) phone services utilising unused radio frequencies adjacent to those transmitted for over 50 years by the television industry.

With the wireless technology being new and the number of potential customers unknown, several tall masts were used to provide basic radio coverage to the main populated areas.

As the way we use our phones and other technologies have changed over the past 30 years, where we locate masts is crucial.

Due to the increased data transfer necessary for the latest telecommunication services, locations of base stations must be where the local demand exists.

General Background Information for Telecommunications Development

England



Digital networks. What is 5G?



2G

2G digital networks developed in the early 1990s.

This digital technology is also known as GSM (Global System for Mobile Communications), which is the common European operating standard. This technology enabled phones to interconnect to other networks throughout Europe and internationally.



3G

In 2000, the 'Third Generation' mobile telecommunications service was launched, known as 3G or UMTS.

In addition to voice services, this allowed broadband access to the internet for mobile phones and laptop computer data card users.



4G

2013 saw the launch of 4G services on the network.

This technology allows for ultra-fast speeds when browsing the internet, streaming videos or sending emails. It also enables faster downloads.



5G

2019 saw the introduction of 5G services, with the Government's ambition for the UK to become a world leader in this technology.

5G Connectivity will ensure that everyone benefits from early advantages of its potential and that the UK creates a world-leading digital economy that works for all.



5G is the new generation of wireless technology that will deliver reliable and faster networks of the future, changing how we understand wireless connectivity.

The technology will see us all move from something we experience through personal devices to an integrated infrastructure across buildings, transport and utilities. The new technology will provide enormous benefits for citizens, businesses and urban regions alike.

5G will also offer a new level of underlying connectivity to transform services and create new digital ecosystems.



The benefits of 5G.

Planning policies.

The economic benefit

- Businesses offering online services can extend their products to a broader audience
- Local areas and businesses can benefit from tourists and visitors as hotels, attractions, and restaurants can be booked online from anywhere in the world
- Business owners and services like doctors can provide a faster and more cost effective service by offering both online appointments and ordering
- Digital connectivity facilitates economic growth, something which the Government is keen to progress and promote

The social benefit

- Mobile communications can help people to stay in touch wherever and whenever, which can help improve social wellbeing
- Contacting emergency services is easier, especially in remote areas
- Using a mobile wherever you go can provide better personal security
- Having access to social networking sites and applications can keep people entertained with their lifestyles and interests
- Mobile connectivity helps promote smarter and productive ways of working. For example, working from home can help minimise commuting which can provide better work and home life balance
- Access to personal information 24/7, e.g. bank accounts, can offer efficiency and convenience

5G is the next generation of mobile connectivity, providing us with a new level of experience. It will offer immense opportunities, given the faster and more reliable connectivity that it will provide.

We will experience new technologies that will help us become more efficient and save costs as an individual or business.

What can we expect from 5G?

- Driverless vehicles – this will give drivers autonomy to do other things while driving
- Advanced healthcare facilities – performing surgeries remotely will be made possible, along with freeing up more GP time through better online facilities
- Enhanced Virtual and Augmented reality (AR) – used in gaming and entertainment already, with 5G, live interactions will be taken to the next level
- Greater Internet of Things (IoT) transformation – with better connected devices, the IoT will enable us to control devices more independently
- Cutting-edge agricultural operations – operating farming machinery and tools remotely will promote smart agriculture, saving time and increasing productivity for farmers

We need to continue to work together to enable the opportunities that mobile technology brings to all of us.

Planning policy guidance on telecommunications

The revised National Planning Policy Framework (NPPF), published on 19th December 2023, supports high-quality communications infrastructure and recognises it as a strategic priority.

Within paragraph 118 it states that:

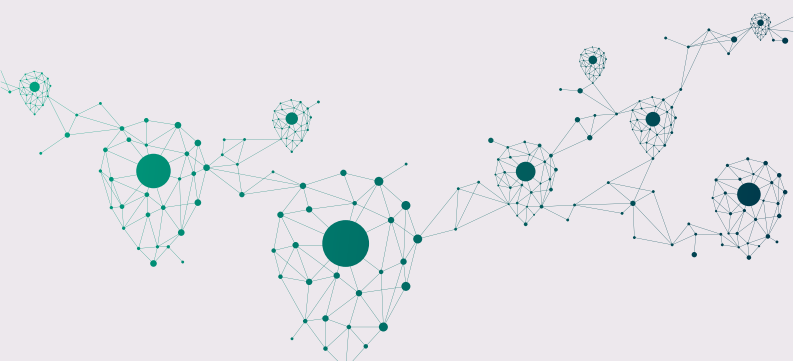
“Advanced, high-quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next-generation mobile technology (such as 5G) and full-fibre broadband connections.”

The NPPF goes on to state within Paragraph 122 that:

“Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.”

Site/mast sharing.

Consultation & legal case.



Cornerstone actively encourages and supports site-sharing for both commercial and environmental reasons.

All operators are required to explore site-sharing opportunities under the terms of their licences.

Cornerstone has implemented many measures to identify and maximise site-sharing opportunities.

Consultation

Cornerstone is committed to carrying out appropriate consultations with Local Planning Authorities, stakeholders and the public. The Code of Practice for Wireless Network Development in England (March 2022) gives guidance on the factors that operators should consider when determining what consultation is required, as each development is different. These factors are equally applicable for Local Planning Authorities who carry out their own consultation once the application has been submitted.

Legal case

The following legal case may be helpful:

Harrogate case November 2004

The Court of Appeal gave a judgement that Government Planning Guidance in PPG8 (now replaced by the NPPF) is perfectly clear in relation to compliance with the Health and Safety standards for mobile phone base stations. The Court of Appeal and the High Court both upheld Government policy in response to a planning inspector's decision that departed from that policy and failed to give adequate reasons for doing so.

Bardsey case January 2005

The Court of Appeal confirmed that the permitted development regime for mobile phone base stations is compliant with the Human Rights Act. This was a case in which a local planning authority failed to comply with its obligations to act within the 56 day period provided under the permitted development regulations.



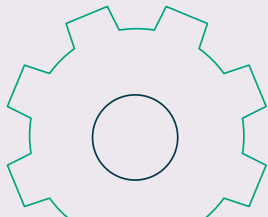
Further information.

We trust that this document answers your main queries regarding our planned installation.

The enclosed site-specific details will identify any alternative discounted options and reasons why they were rejected and how the proposed site complies with national and local planning policies.

The Local Government Ombudsman's Special Report on Telecommunication Masts gives some positive recommendations and advice to Local Planning Authorities in determining prior approval applications.

The **Digital Connectivity Portal** provides guidance for local authorities and network providers on improving connectivity across the UK. Produced by DCMS, it promotes closer co-operation between network providers and local authorities, and offers guidance on effective policies and processes to facilitate deployment of digital networks.



For further information or to contact Cornerstone, please visit www.cornerstone.network

or write to us at:

Hive 2, 1530 Arlington Business Park, Theale, Berkshire, RG7 4SA.



Cornerstone Community Information Sheet

Health Summary

Radio base stations and handsets use electromagnetic fields (EMFs) to transfer information and make communication possible with mobile phones and devices. EMFs are used for television and radio transmissions, by the police, fire and ambulance services, by taxi firms and public utilities. EMFs are also used for a wide range of personal and commercial equipment from electronic car keys, WiFi equipment and baby monitoring devices to shop security tag systems. They are also produced by household electrical appliances like the fridges, vacuum cleaners or electric shavers.

The UK Health Security Agency (UKHSA) have noted that "Exposure to radio waves is not new and health-related research has been conducted on this topic over several decades. In particular, a large amount of new scientific evidence has emerged since the year 2000 through dedicated national and international research programmes" <https://www.gov.uk/government/publications/5g-technologies-radio-waves-and-health/5g-technologies-radio-waves-and-health>. After a thorough review of the available scientific findings, the World Health Organisation reported: "To date, the only health effect from RF fields identified in scientific reviews has been related to an increase in body temperature (> 1 °C) from exposure at very high field intensity found only in certain industrial facilities, such as RF heaters. The levels of RF exposure from base stations and wireless networks are so low that the temperature increases are insignificant and do not affect human health" World Health Organisation, Fact Sheet 304, Base stations and wireless technologies, 2006. In addition, the WHO notes that "Based on a recent in-depth review of the scientific literature, the WHO concluded that current evidence does not confirm the existence of any health consequences from exposure to low level electromagnetic fields". <http://www.who.int/pehemf/about/WhatIsEMF/en/index1.html>. In 2020 the World Health Organisation published information on 5G commenting that: "Provided that the overall exposure remains below international guidelines, no consequences for public health are anticipated" <https://www.who.int/news-room/q-a-detail/5g-mobile-networks-and-health>.

The Advisory Group on Non-ionising Radiation (AGNIR) summarised that "although a substantial amount of research has been conducted in this area, there is no convincing evidence that RF field exposure below guideline levels causes health effects in adults or children." "Health Effects from Radiofrequency Electromagnetic Fields – RCE 20", 2012

In 2019 the UK Health Security Agency noted: "It is possible that there may be a small increase in overall exposure to radio waves when 5G is added to an existing network or in a new area. However, the overall exposure is expected to remain low relative to guidelines and, as such, there should be no consequences for public health" <https://www.gov.uk/government/publications/5g-technologies-radio-waves-andhealth/5g-technologies-radio-waves-and-health>.

Radio base stations are designed to comply with the stringent, precautionary public exposure guidelines set out by ICNIRP (International Commission on Non-Ionizing Radiation Protection). These guidelines have been developed following a thorough review of the science including both thermal and non-thermal effects. UK radio base station installations have been surveyed by independent bodies and found to be hundreds and sometimes thousands of times below these guidelines.

In 2020 ICNIRP updated their safety guidelines noting that: 'we looked at the adequacy of the ones we published in 1998. We found that the previous ones were conservative in most cases, and they'd still provide adequate protection for current technologies'

https://www.icnirp.org/cms/upload/presentations/ICNIRP_Media_Release_110320.pdf

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Cornerstone Community Information Sheet

5G Services

As 5G technology is deployed across the country more and more services will become available and our lifestyles, economy and even the way we commute will be transformed.

Additional base stations and upgrades to existing ones will be needed to meet demand and improve the quality of service. Without these ongoing improvements to connectivity areas will become digital black spots where lack of connectivity prevents economic development, hinders local services and frustrates efforts to keep vulnerable members of the community healthy and safe.

Practical uses of 5G

Two areas where these benefits are becoming evident are education and health,

The relationship between 5G and education is evolving at a massive rate with educators exploring the relevance of Virtual Reality (VR) technologies for education and training. Crucially, VR can support remote learning, allowing students a presence in the classroom even when working elsewhere.

5G's ability to deliver real-time information (low latency), ultra-fast speeds (critical for high-definition images and video), increased capacity and heightened security will also allow learning on the job, thanks to technologies such as Augmented Reality (AR) goggles, which can give engineers real-time instructions on how to fix a machine on a production line, for example.

Health care is undergoing a rapid transformation, patients across the country are now becoming accustomed to relying on remote healthcare services such as virtual GP appointments, and ordering online deliveries of essential medical supplies.


5G will prove critical in providing the infrastructure required to deliver remote health services over the next decade. 5G's fast and secure services will be fundamental in scaling the patient benefits of remote healthcare and keeping medical records protected and private. Trials have shown that connecting ambulance crews to expert resources using 5G allows paramedics to work with doctors and conduct specialist procedures in real time whilst on the road.

Health concerns

Various international assessments have concluded that below the International Commission on Non-ionizing Radiation (ICNIRP) Guidelines there is no evidence of adverse health effects for wireless networks (including 5G).

In January 2019 the Finnish Radiation and Nuclear Safety Authority (STUK) concluded that:

In the light of current information, exposure to radio frequency radiation from base stations will not rise to a significant level with the introduction of the 5G network. From the point of view of exposure to radio frequency radiation, the new base stations do not differ significantly from the base stations of existing

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mobile communication technologies (2G, 3G, 4G).’ <https://www.stuk.fi/aiheet/matkapuhelimet-ja-tukiasemat/matkapuhelinverkko/5g-verkon-sateilyturvallisuus>

In the UK Ofcom, the regulator for the communications services, undertook measurements of electromagnetic fields (EMFs) around 5G base stations. In 2020 they noted: “In all cases, the measured EMF levels from 5G-enabled mobile phone base stations are at small fractions of the levels identified in the ICNIRP Guidelines” https://www.ofcom.org.uk/_data/assets/pdf_file/0015/190005/emf-test-summary.pdf

In Norway the Norwegian Radiation and Nuclear Safety Authority (DSA), noted:

‘The overall research shows that the radiation from wireless technology is not hazardous to health, as long as the levels are below the recommended limit values. This is the prevailing view among researchers in many countries today, and it is supported by the EU Scientific Committee. We have used cell phones and radio transmitters for decades and much research has been done on how this affects our health. Risk factors of importance to public health have not been found. With the knowledge we have today, there is no need to worry that 5G is hazardous to health.’ January 2019
<https://www.dsa.no/temaartikler/94565/5g-teknologi-og-straaling>

In the light of concerns about 5G signals from some members of the public the UK Health Security Agency (UKHSA) commented in 2019:

“It is possible that there may be a small increase in overall exposure to radio waves when 5G is added to an existing network or in a new area. However, the overall exposure is expected to remain low relative to guidelines and, as such, there should be no consequences for public health”
<https://www.gov.uk/government/publications/5g-technologies-radio-waves-and-health/5g-technologies-radio-waves-and-health>.

In 2020 the ICNIRP updated their safety guidelines to include further restrictions for frequencies used for 5G services. ICNIRP Chairman, Dr Eric van Rongen stated ‘the new guidelines provide better and more detailed exposure guidance in particular for the higher frequency range, above 6 GHz, which is of importance to 5G and future technologies using these higher frequencies. The most important thing for people to remember is that 5G technologies will not be able to cause harm when these new guidelines are adhered to.’ https://www.icnirp.org/cms/upload/presentations/ICNIRP_Media_Release_110320.pdf.

In 2020 the World Health Organisation commented on 5G stating: “Provided that the overall exposure remains below international guidelines, no consequences for public health are anticipated”
<https://www.who.int/news-room/q-a-detail/5g-mobile-networks-and-health>.


In common with all mobile phone base stations, Cornerstone sites with 5G technology will be checked and certified for ICNIRP compliance.

For further information please contact

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Great Yarmouth

Local Cycling and Walking Infrastructure Plan



Main Report February 2022

- 1 -

1. Introduction

Norfolk County Council is working in partnership with Great Yarmouth Borough Council to create a Local Cycling and Walking Infrastructure Plan (LCWIP) for Great Yarmouth and Gorleston.

Local Cycling and Walking Infrastructure Plans play an integral part in the delivery of the overall transport strategy for Norfolk. They also support Norfolk County Councils ambition to make Norfolk a walking and cycling county where walking and cycling are the natural choice for all types of user for both travel and leisure in both rural and urban areas.

The purpose of the LCWIP is to identify and prioritise improvement schemes which will enhance current levels of cycling and walking (active travel) over the short, medium, and long term.

A programme of public engagement was conducted between July and October 2021 to ensure that the proposed priority schemes within the LCWIP focus on the right developments and deliver an accessible active travel network for everyone in Great Yarmouth and Gorleston.

This report contains the detail of the priority cycling and walking network improvements schemes which have been identified by following the Department for Transport (DfT) LCWIP planning process.



This report provides detail about active travel network improvement schemes for Great Yarmouth & Gorleston

- 3 -



Figure 2: The benefits of increased levels of cycling and walking

When investing in cycling and walking networks, we can also help tackle some of the most challenging issues we face as a society by improving air quality, combatting climate change, addressing inequalities in society and tackling congestion on our roads*.

Increased levels of cycling and walking has long term environmental, economic and health benefits

- 5 -

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5. How does the infrastructure plan support national and local policy?	10 -
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ANNEX A: Programme of Cycling & Walking Infrastructure Improvements for Great Yarmouth (March 2022)

- 2 -

2. Why improve the cycling and walking network?

Research has shown that cycling and walking are good for our physical and mental health and by making more journeys via active modes of transport, we can improve our quality of life, benefit the environment and enhance local productivity.



Figure 1: The medical benefits of cycling and walking

- 4 -

3. Why do we need a Local Cycling and Walking Infrastructure Plan?

In 2017, the Department for Transport (DfT) set out the national vision for cycling and walking and released the "Gear Change" policy paper in July 2020, which provides local authorities with guidance on developing active travel networks.



The policy contains four themes, which group together the key actions that need to be taken:

- Better streets for cycling and people** – by providing safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic, serving the places that people want to go.
- Cycling at the heart of decision-making** – by ensuring that new housing and business developments include appropriate provision for cycling. Assessing transport schemes' value for money with more focus given to the provision of cycling schemes. Railways and bus routes working better with cyclists, more cycle parking, plus promoting cycling for the carriage of freight in towns and cities.
- Empowering and encouraging Local Authorities** – by enabling, encouraging and empowering local authorities to do more for cycling on their roads, including appropriate maintenance. In addition, £2 billion of new funding will be provided by central government over the next five years to support local authorities with well-defined Local Cycling and Walking Infrastructure Plans.

Figure 3: DfT Gear Change

Enabling people to cycle and protecting them when they do – by ensuring that every adult and child who wants it can be trained how to ride a cycle safely. Working more closely with the NHS and incentivising GPs to prescribe cycling and building cycle facilities in towns with poor health. Combating bike theft and make legal changes to protect vulnerable road users, plus improvements to road safety for all road users. Establish a national electrically assisted bike support programme.^{iv}

A Local Cycling and Walking Infrastructure Plan enables priority active travel network improvements to be identified and prioritised and also supports applications for government funding to help develop and deliver new schemes.

The planning process enables priority active travel network development schemes to be identified

- 6 -

4. How does the cycling and walking infrastructure planning process work?

The DfT 'Gear Change' policy document outlines six key planning stages which have been followed by Norfolk County Council.

Stage	Objective	How the objective was met for Great Yarmouth
1 Determining Scope	Establish the geographical extent of the plan, and arrangements for governing and preparing the plan.	The geographical extent and scope of the plan was jointly agreed between Norfolk County Council and Great Yarmouth Borough Council.
2 Gathering Information	Identify existing patterns of walking and cycling, and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.	Existing patterns of walking and cycling and potential new journeys identified through the analysis of Census Data, Strava Metro Data (GPS) and existing traffic count data. Existing network conditions and barriers to cycling and walking identified by reviewing existing policies and network schemes and Project Officer site visits. A review of related transport and land use policies and programmes included a review of adopted Neighbourhood Plans and key strategic transport, environment and public health policy documents.
3 Cycle Network Planning	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.	Activities completed in order to create a cycle network plan have included a review of key attractors within Great Yarmouth, cycle propensity modelling, and a review of existing schemes identified through funding initiatives.
4 Walking Network Planning	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.	Activities completed in order to create a walking network plan also included a review of key attractors within Great Yarmouth and a review of existing schemes identified through funding initiatives.
5 Prioritising Improvements	Public engagement and prioritise improvements to develop a phased programme for future investment.	A programme of public engagement was completed in July 2021 to help prioritise proposed network improvement schemes.
6 Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.	Next stage

Table 1: The six stages for developing a Local Cycling and Walking Infrastructure Plan

What are the outcomes of the planning process?

The three key outcomes of the planning process include:

- a cycling and walking network plan which identifies preferred cycling and walking routes and core zones for further development.
- a prioritised programme of cycling and walking infrastructure improvements which can be put forward for existing and future Active Travel funding opportunities.
- a report setting out the underlying analysis which has been carried out on the network and provides an explanation of how the network improvements have been identified.



Public engagement will help prioritise active travel network schemes for Great Yarmouth.

5. How does the infrastructure plan support national and local policy?

The plan for Great Yarmouth and Gorleston supports local and national transport, environmental and public health policies:

Great Yarmouth & Norfolk Planning Policy	How the infrastructure plan supports the policy
Great Yarmouth Town Deal initiative Great Yarmouth Borough Council	The plan supports the ambitions of the Great Yarmouth Town Deal initiative by incorporating active travel network schemes which deliver improved public wayfinding and sustainable connectivity as well as physical enhancements and digital connectivity.
Great Yarmouth Local Plan: Core Strategy 2013-2030 Great Yarmouth Borough Council	The vision of the Core Strategy is for the borough to be a more attractive and aspirational place to live, work and play, with strong links to Lowestoft, the Broads, and Norwich. The infrastructure plan will support this by providing a coherent and attractive network of walking and cycling routes to key destinations in the borough, as well as providing wider connectivity to surrounding areas such as the Broads and Lowestoft, and to the train station, providing a link with Norwich.
Great Yarmouth Local Plan Part 2 2013-2030 Great Yarmouth Borough Council	The emerging plan supplements the policies within the adopted Core Strategy. It includes policies which seek to safeguard strategic walking and cycling routes across the borough and further to Lowestoft and the Broads, improved walking, cycling and wayfinding connections between Great Yarmouth Town Centre and the Great Yarmouth Seafront.
Norfolk access improvement plan (2019 – 2029) Norfolk County Council Broads National Park National Trails	By improving the cycling and walking network, this plan helps to provide an easy to use, safe, healthy and sustainable way to enjoy and connect with the Norfolk coast and countryside, key ambitions of the Norfolk Access Improvement Plan.
The Norfolk Delivery Plan Norfolk County Council	Increased cycling and walking as a mode of transport supports the response to the economic challenges of the pandemic and can help to maintain social distancing during the pandemic and avoid a car dominated recovery, enabling us to maintain the environmental benefits experienced during pandemic.

Table 2: Great Yarmouth and Norfolk planning policy and how the infrastructure plan supports this.

Local and National Transport Policy	How the infrastructure plan supports the policy
Department for Transport 'Gear Change' and Cycle Infrastructure Design Guide (LTN 1/20)	The infrastructure plan closely follows the guidance outlined in the Department for Transport's Gear Change document and the Cycle Infrastructure Design guidance. The plan also shares the ambition of encouraging walking and cycling by making it safer and more practical to travel via these modes of transport.
Great Yarmouth Transport Strategy (2020) Norfolk County Council Great Yarmouth Borough Council	Key objectives of the Great Yarmouth Transport Strategy are to manage congestion; provide a safe environment for all modes of transport; increase active travel on shorter journeys; improve air quality; and increase opportunities for people to use sustainable methods of transport by providing viable options to car use. This infrastructure plan seeks to support the delivery of all such objectives through the identification of improvements to Great Yarmouth's walking and cycling network, promoting an increase in uptake of these modes of travel.
Norfolk Local Transport Plan 4 Strategy 2021 – 2036 (emerging) Norfolk County Council	The infrastructure plan helps to deliver the objectives within the Norfolk Local Transport Plan 4 bid by: delivering a sustainable Norfolk, enhancing connectivity, enhancing Norfolk's quality of life, increasing accessibility, improving transport safety and providing a well-managed and maintained transport network.
Norfolk Cycling and Walking Strategy 2017 Norfolk County Council	The plan will help to achieve the ambitions of the Cycling and Walking Strategy by encouraging an increase in the number of people cycling and walking for work, education and leisure, by providing safe and attractive opportunities to do so.

Table 3: Local and national transport policy and how the infrastructure plan supports this.

Environment & Air Quality Policy	How the infrastructure plan supports the policy
Norfolk County Council Environment Policy 2019	The ambition for Norfolk is to work towards net zero carbon emissions by 2030. In order to achieve this the use of sustainable modes of transport must be increased with a focus on walking and cycling.
25 Year Environment Plan HM Government	The Cycling and Walking Infrastructure Plan supports the Governments 25 Year Environment Plan by helping to reduce congestion and air pollution in the Great Yarmouth area.
The Climate Change Act Revision (2019) HM Government	Consideration has been given to this national policy with the ambition of net zero greenhouse gas emissions by 2050. The plan will deliver improvements to the cycling and walking network which will help towards reducing congestion and carbon emissions from transport in the region.
Clean Air Strategy 2019 HM Government	The plan supports the Clean Air Strategy by helping to reduce emissions from transport.
The Paris Agreement 2015 United Nations	International ambition to keep global temperature rise below 2 degrees Celsius above pre-industrial levels and to pursue efforts to keep this below 1.5 degrees Celsius. The improvements to the cycling and walking network will help towards reducing congestion and carbon emissions from transport in the region.

Table 4: Environment and air quality policy and how the infrastructure plan supports this.

Public Health Policy	How the infrastructure plan supports the policy
Joint Health and Wellbeing Strategy (2018-2022) Health and Wellbeing Board Norfolk & Waveney	The priorities of the Joint Health and Wellbeing Strategy are to support healthy, independent and resilient lives and providing support to those most in need. Increasing the uptake of walking and cycling is an important step for improving health and wellbeing, which is an integral part of what this infrastructure plan aims to promote.
Public Health England: Working Together to Promote Active Travel 2016	The infrastructure plan delivers improvements to the active travel network which are aligned to the policy and practical actions recommended by Public Health England.

Table 5: Public health policy and how the infrastructure plan supports this

The plan supports the Town Deal which is another potential source of short-term funding for active travel network improvements.

The plan supports national and regional transport, health and environmental policies.

6. What are the active travel network design standards?

The Department for Transport has created a set of 'Cycle Infrastructure Design' guidelines which help local authorities to deliver improvements to the active travel network and represent the essential requirements for enabling more people to travel by cycle or on foot, based on best practice both internationally and across the UK.

Design Principles

Government research and experience has found that when people are travelling by cycle they need cycle network routes which are coherent, direct, safe, comfortable and attractive. The application of design standards based on these principles helps to promote the use of active travel networks and to ensure that they can be accessed by everyone.



Figure 4: DfT Cycle Infrastructure Design Guidance

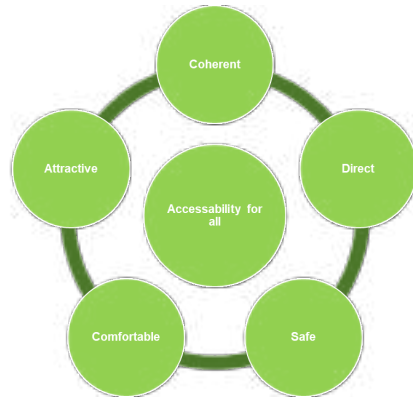


Figure 5: DfT Cycle Infrastructure Design Principles

Design principles in practice

The figure below illustrates what the DfT design principles mean and how they could be applied to the active travel network.

Accessibility for all				
Coherent	Attractive	Safe	Direct	Comfortable
Clear, unobstructed routes should be provided and designed to allow people to travel safely and comfortably. Routes should be clear of obstacles, such as parked cars, and have clear signage and wayfinding.	Clear routes should be provided and designed to allow people to travel safely and comfortably. Routes should be clear of obstacles, such as parked cars, and have clear signage and wayfinding.	Clear routes should be provided and designed to allow people to travel safely and comfortably. Routes should be clear of obstacles, such as parked cars, and have clear signage and wayfinding.	Clear routes should be provided and designed to allow people to travel safely and comfortably. Routes should be clear of obstacles, such as parked cars, and have clear signage and wayfinding.	Clear routes should be provided and designed to allow people to travel safely and comfortably. Routes should be clear of obstacles, such as parked cars, and have clear signage and wayfinding.

Figure 6: DfT Cycle Infrastructure Design document - core design principles

DfT Cycle Infrastructure Design principles will be incorporated into all active travel network schemes.

7. What area does the cycling and walking infrastructure plan cover?

Core study area

The Local Cycling and Walking Infrastructure Plan area map represents the geographical area agreed between Norfolk County Council and Great Yarmouth Borough Council for the Local Cycling and Walking Infrastructure Plan.



Figure 7: Local Cycling and Walking Infrastructure Plan area map.

The blue dotted line on the map outlines the focus area for the plan, which includes new and improved active travel routes and walking zones within the Great Yarmouth and Gorleston area.

Any potential cycling and walking improvement schemes which are located within the wider area of the map, indicated by the red dotted line, will be considered as part of future planning activities.

Proposed Great Yarmouth active travel network

The Great Yarmouth Cycling and Walking Infrastructure Plan has identified seven priority active travel routes across Great Yarmouth and Gorleston.

Each route has been colour coded and provides a link between key attractors such as the town centre, residential areas, the train station, hospital, schools, employment sites, green spaces as well as recreational spaces along the coast and Broads network.

The Third River Crossing (black dotted line), which is currently under construction, will also provide active travel connectivity between priority routes.

Walking and cycling infrastructure improvements will be prioritised along these routes, as well as the secondary neighbourhood which add an extra layer of connectivity across the network.

The proposed routes can be seen in Figure 8.



Figure 8: Great Yarmouth proposed priority active travel routes

Walking Zones

The infrastructure plan also includes schemes to improve the dedicated walking zones within Great Yarmouth and Gorleston.

A core walking zone gives priority and right of way to pedestrians overall all other forms of transport within the same shared space. It should be noted that walking zones do not exclude access by motorised vehicles.

The two designated walking zones give priority to pedestrians due to the high levels of walking traffic within these areas. Schemes within these walking zones will be given the highest priority.

Great Yarmouth Walking Zone

The first walking zone is in Great Yarmouth town centre with a link to the seafront. Enhanced connectivity between the town centre and the seafront through improved cycling and walking routes is a key ambition of the Great Yarmouth Town Deal. These are also key attractors in the town and areas of high levels of footfall.



Figure 9: Great Yarmouth Walking Zone

Gorleston Walking Zone

The second walking zone is in Gorleston and stretches along the seafront and the high street, which are also areas of high footfall and contains key attractors in the town.



Figure 10: Gorleston Walking Zone

Wider network connectivity

The Local Cycling and Walking Infrastructure Plan also includes seven potential extensions into the wider study area, as shown in Figure 11.

The purpose of these extensions is to provide residents and visitors to the region with sustainable transport access to nearby settlements, green spaces, recreational spaces along the coast and the Broads network.

The proposed extensions will provide wider network connectivity by linking with the National Cycle Network as well as the National Trail and Norfolk Trails networks.



Figure 11: Wider network connectivity map

The plan includes cycling and walking route improvements in Great Yarmouth and Gorleston.

8. Priority active travel development schemes

8.1 Cycling routes

Outer Harbour to Caister-on-Sea (Green)



Figure 12: Outer Harbour to Caister-on-Sea (Green) route

Route Description

This is a 10.5km route which follows the coastal side of Great Yarmouth before extending north to the centre of Caister on Sea. The route passes through one of the major employment areas of the docks to the south, along the beach front and past the pleasure beach and pier before turning slightly more inland through residential areas. This corridor continues north to link up the large neighbouring village of Caister on Sea which has a population of 8,901 (2011 census), Caister Academy, and the large Haven holiday park.

Existing Condition

The route begins on South Beach Parade along a wide road with no cycle provision. Although the road provides sufficient space for cycling, it serves as access to several industrial buildings and will be used by large vehicles. Continuing north along South Beach Parade, a segregated cycle lane can be used from the junction of King's Road. This wide segregated lane continues along Marine Parade until reaching Britannia Pier where cyclists are required to join the road and continue to Euston Road. Cyclists can continue on the road along North Drive, which is a wide road, but parking is permitted for the majority of it, until reaching the residential streets of Milton Road, Madden Avenue and Beatty Road. The route then connects to Caister Road using Jellicoe Road that also requires on-road cycling but sees high volumes of traffic. Caister Road provides sections of segregated and shared-use path, but these are very narrow and require resurfacing. Yarmouth Road provides a short section of mandatory cycle lane and then the requires cycling on the road without any provision. This continues along High Street, which sees high volumes of traffic, before a short section of advisory cycle lane leading up to the traffic lights at the junction of Ormesby Road. The route follows Ormesby Road beginning with a short uphill section bordered by a wall and hedge, which would prevent refuge from traffic should a cyclist struggle with the gradient. On-road cycling is required for the remainder of the route along Ormesby Road up to Caister-on-Sea.

Schemes

Reference	Location	Timescale (Years)	Description
01-01	South Beach Parade	3-5	Continuation of segregated cycle lane from Kings Road roundabout to end of corridor. As the cycle lane is on the eastern side of the road, access for northbound travel will need to be included.
01-02	North Drive	3-5	Creation of segregated lane along North Drive from Marine Parade to Euston Road. Existing feasibility studies recommend shared-use due to the requirement to remove parking spaces; however, this should be reviewed in light of latest DfT guidance.
01-03	North Drive	3-5	Create stepped segregated cycle lanes and review parking
01-04	Madden Avenue / Milton Road	1-3	Traffic calming along both roads and provide priority for cyclists at junction where both roads connect.
01-05	Jellicoe Road	1-3	Segregated cycle lanes between Caister Road and Beatty Road as per Active Travel Fund scheme. Roundabout improvement to provide access to Beatty Road.
01-06	Caister Road	1-3	Improve segregated cycle lane and upgrade shared-use sections between Jellicoe Road and Yarmouth Road
01-07	Yarmouth Road / High Street	3-5	Add light segregation to existing cycle lanes and provide provision along other sections. Improve approach to traffic lights at junction of Ormesby Road
01-08	Ormesby Road	5+	Narrow road with gradient may require diverting route to Roman Way. Alternatively, review option of advisory cycle lanes to reduce overtaking.
01-09	Ormesby Road	5+	Create segregated cycle lane
01-10	North Drive / Beach Road	5+	Scheme to connect Beach Road, Caister to North Drive. The preferred alignment for this section would utilise the remains of the existing railway track bed between the existing car park at Beach Road, and the northern end of Seashore Holiday Park, at which point the alignment would cross the existing sand dunes as far as North Drive.

Table 6: Schemes - Outer Harbour to Caister-on-Sea (Green) route

Town Centre Circular (Red)

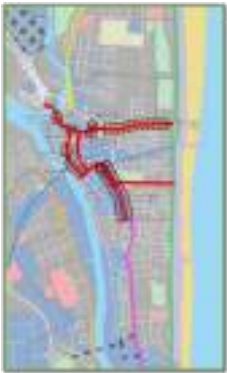


Figure 13: Town Centre Circular (Red) route

Route Description

This 3km town centre corridor is a circular route which allows cyclists to navigate the one-way systems in the historic centre. It joins the Caister on Sea to Outer Harbour, Bure Park to Town Centre, Beacon Park Development to Town Centre and Nelson's Monument to Town Centre corridors together, whilst avoiding the heavily used pedestrian only Regent Road. It passes through retail employment areas and along Saint George's Park. The town centre is also home to the bus station and the marketplace.

Existing Condition

The route begins on Trafalgar Road with a shared-use path along the southern side of the road up to Alexandra Road. Dene Side and King Street are one-way streets that provide access for northbound and southbound travel respectively. There is no cycle provision for either road; however, the narrow width of each should keep traffic speeds low. The route continues along King Street and Regent Street that is a one-way bus and cycle route with a contraflow cycle lane for southbound and eastbound travel. Howard Street provides access when travelling northbound requires on-road cycling with sections of the road being one-way. If travelling to the train station, a shared-use path can be used along The Conge, Lime Kiln Walk and over Vauxhall Bridge. From the train station there are two routes available: the first option follows the shared-use path back along The Conge to the marketplace. Cyclists are required to dismount to cross the marketplace and carpark to join St Nicholas Road. The route follows St Nicholas Road and Euston Road back to the seafront that comprises of on-road cycling with high volumes of traffic. The second option also utilises the shared-use path along The Conge before travelling along George Street. George Street is primarily a residential street with low traffic speeds, but the on-street parking could cause hazards. George Street connects to Hall Quay via a short section of footpath that requires cyclists to dismount. Hall Quay provides a section of mandatory cycling lane and on-road cycling before connecting back to Regent Road.

Schemes

Reference	Location	Timescale (Years)	Description
02-01	Vauxhall Bridge Path	1-3	Remove or protect against barbed wire along fencing
02-02	The Conge	1-3	Improve raised tables at junctions of George Street and Falcon Court
02-03	The Conge	3-5	Provide parallel crossing at junction with Market Place
02-04	Market Place	1-3	Provide a shared-use cycle path through Market Place car park to connect The Conge and St Nicholas Road
02-05A	St Nicholas Road / Euston Road	5+	Shared-use path along St Nicholas Road between Marketplace and Priory Plain. Advanced stop lines at Priory Plain / Temple Road junction.
02-05B	St Nicholas Road / Euston Road	3-5	Light segregation along St Nicholas Road and Euston Road Between Priory Road and North Drive
02-06	Broad Row	1-3	Upgrade row to shared-use path from Georges Street to Stonecutters Way. Some feasibility work has already been carried out.
02-07	Hall Quay	3-5	Segregated cycle lane between Stonecutters Way and Regent Street. Some feasibility work has already been carried out.
02-08	King Street	3-5	Provide right-turn provision for southbound access at junction of Regent Road
02-09	Dene Side	1-3	Traffic Calming
02-10	King Street	1-3	Traffic Calming

Table 7: Schemes - Town Centre Circular (Red) route

Town Centre to Nelson's Monument (Pink)



Figure 14: Town centre to Nelson's Monument (Pink) route

Route Description

This 2.5km route links the town centre to Nelson's Monument towards the southern end of Great Yarmouth. It passes through large residential areas towards the northern end, as well as linking in large areas of industrial employment towards the south.

Existing Condition

Beginning from the town centre, Dene Side and King Street are one-way streets that provide access for northbound and southbound travel respectively. There is no cycle provision for either road; however, the narrow width of each should keep traffic speeds low. The route continues along Blackfriars' Road, Camden Road and Admiralty Road with no cycle provision for either direction. Monument Road is used to connect to South Beach Parade that also has no cycle provision and is used for parking and access for large vehicles.

Schemes

Reference	Location	Timescale (Years)	Description
03-01	Admiralty Road, Camden Road and Blackfriars Road.	3-5	Traffic Calming

Table 8: Schemes - Town centre to Nelson's Monument (Pink) route

Town Centre to Beacon Business Park (Blue)



Figure 15: Town Centre to Beacon Business Park (Blue) route.

Route Description

This 7.4km route links the town centre with the proposed development to extend Beacon Park business park. It passes areas of employment to the east of Southtown Road before entering Harfreys Industrial Estate. Before getting to the enterprise area to the south of Beaufort Way, this corridor goes through Bradwell (population 10,528 in 2011) centre, with links to schools and green spaces, including the large Mill Lane Playing Field.

Existing Conditions

The route begins at Bridge Road that requires cyclists to dismount to cross the bridge. A shared-use path continues along Bridge Road, Pasteur Road, Gapton Hall Road and Blackbird Close. Several junctions along this section have difficulty with poor visibility and waiting times. The route continues along Mill Lane, Briar Avenue, Homefield Avenue, Morton Crescent and Green Lane, all of which are residential streets. A shared-use path along Beccles Road and Beaufort Way continue to the end of the route at the Beacon Park development. Priority will be considered for improvement schemes which include junctions along the Blue Route in response to safety concerns raised following public engagement.

Schemes

Reference	Location	Timescale (Years)	Description
04-01	Bridge Road	5+	Cycle provision over bridge
04-02	Bridge Road	3-5	Improve surface of shared-use path between bridge and Southtown Road. Improvement required to prevent debris being washed onto path from Matalan site.
04-03	Pasteur Road	1-3	Raised table over junction to Lidl
04-04	Pasteur Road	3-5	Widen pedestrian island on roundabout at junction of Jones Way
04-05	High Mill Link Road	1-3	Review cycle chicane barriers to ensure they are suitable for all users (including non-standard cycles) and resurface path
04-06	Gapton Hall Road	3-5	Move crossing back from junction with raised table and toucan crossing
04-07	Gapton Hall Road	3-5	Raised table and improve visibility splay at Hewett Road junction
04-08	Gapton Hall Road	1-3	Raised table at Hunter Drive
04-09	Gapton Hall Road	3-5	Improve visibility splay and install raised table at Burgh Road roundabout
04-10	Blackbird Close	5+	Review cycling infrastructure between Burgh Road and Mill Lane. Morrisons junction and carriageway access from end of shared-use path near Mill Lane require improvements.
04-11	Green Lane	1-3	Create access to shared-use path before Beccles Road junction

Table 9: Schemes - Town Centre to Beacon Business Park (Blue) route.

Southtown to Beacon Business Park (Orange)



Figure 16: The Southtown Centre to Beacon Business Park (Orange) route.

Route Description

This 5.9km route links the blue route near East Coast College to Beacon Park via Gorleston. It takes in Priory Gardens and Gorleston high street before going along Victoria Road Park. It runs alongside James Paget University Hospital before its destination of the Beacon Park business park. This corridor also has an opportunity to link in with the pink corridor when the Third River Crossing has been completed. NB scheme 05-14 is the agreed alternative route replacing schemes 05-04 to 05-08. See adjacent map, which will be updated in the next version of this report.

Existing Conditions

The route begins following Southtown Road that provides advisory cycle lanes in both directions. On-road cycling is required along Malthouse Lane and Ferry Hill. The route then continues on the road along the High Street, Lowestoft Road and Victoria Road, which all see high volumes of traffic. A shared-use path through Victoria Road Park along the Yarmouth-Lowestoft line can then be used. Cyclists are then required to dismount to use a narrow path that connects to Orde Avenue. This avenue is a residential road that connects to Lowestoft Road. The underpass is used to cross Lowestoft Road, but the barriers on the cycle path greatly reduce access. A shared-use path along Lowestoft road can be used, but the cyclist dismount signs along the road adjacent to bus stops prevents continuous use. Beaufort Way's shared-use path can then be used to access Beacon Park.

Schemes

Reference	Location	Timescale (Years)	Description
05-01	Beaufort Way	1-3	Improve desire line at barriers of roundabout with Jenner Road
05-02	Lowestoft Road	3-5	Segregated cycle lane from Brasenose Avenue to Beaufort Way changing to shared-use path at bus stop
05-03	Lowestoft Road	1-3	Improvements to junction of Brasenose Avenue to widen footway approaching the crossing and to widen the refuge island to provide suitable width for pedestrians and cyclists.
05-09	Malthouse Lane	3-5	Segregated cycle lane along section of Malthouse Lane - from junction of Beccles Road for 160m
05-10	Malthouse Lane	1-3	Improve shared-use path access and junction at Beccles Road
05-11	Southtown Road	3-5	Cycle lanes along entire length with light segregation.
05-12	Southtown Road	3-5	Segregated cycle lane from Bridge Road to Beccles Road with short sections of shared-use path adjacent to St Mary's Church and Beccles Road traffic lights
05-13	High Street	3-5	Segregated cycle lane from junction of Ferry Hill to Gamham Road changing to shared-use path at bus stop
05-14	Middleton Road	1-3	Mandatory 1.5m cycle lanes in both directions and replacement of pedestrian refuges with zebra crossings.
05-15	Lowestoft Road	3-5	Segregated cycle lane from Middleton Road to Brasenose Avenue changing to shared-use path at bus stop.
05-16	Church Road	3-5	Segregated cycle lane from Middleton Road to Gamham Road. Also review option of continuing cycle lane along Church road to the White Horse roundabout to connect with Beccles Road

Table 10: Schemes - The Southtown Centre to Beacon Business Park (Orange) route.

Town Centre to Bure Park (Yellow)



Figure 17: Town Centre to Bure Park (Yellow) route

Route Description

This 2.2km route joins the town centre with the Caister-on-Sea (green) route. It has links to the railway station at the other side of the River Bure and the large residential areas of Northgate and New Town before linking to the green route at Bure Park.

Existing Condition

This route begins on a shared-use path on North Quay that utilises the underpass to cross the Fuller's Hill Road and then North Quay road north of the roundabout; however, cyclists must dismount when using both underpass paths. Advisory cycle lanes are present to allow cycling along North Quay and Lawn Avenue. Upon reaching Caister Road, a shared-use path can be used for the remainder of the route. A controlled crossing at the end of the route, to access the Caister-on-Sea route, does not have cycle provision and the refuge island is not wide enough for a bicycle.

Schemes

Reference	Location	Timescale (Years)	Description
06-01	North Quay	1-3	Raised table over junction to Aldi carpark
06-02	North Quay	5+	Toucan crossing north of A149 roundabout to allow cyclists to cross North Quay when travelling northbound - current provision requires use of underpass, which is not accessible for all users.
06-03	Lawn Avenue / North Quay	3-5	Light segregation and improved road markings along existing cycle lane up to junction of Laughing Image Corner
06-04	Lawn Avenue	1-3	Upgrade existing controlled crossing over Lawn Avenue (at Caister Road / Tar Works Road crossroad) to toucan crossing to allow southbound users to join cycle lane
06-05	Caister Road	3-5	Remove shared-use path and provide bidirectional segregated cycle lane along carriageway on western footway. Raised tables required at junctions, including entrance and exit of petrol station.
06-06	Caister Road	1-3	Widen island near junction to Jellicoe Road
06-07	North Quay	5+	Review options to improve crossing of Fuller's Hill. Existing provision requires cyclists to dismount at underpass.

Table 11: Schemes - Town Centre to Bure Park (Yellow) route

Gorleston High Street to Bradwell (Cyan)



Figure 18: Gorleston High Street to Bradwell (Cyan) route.

Route Description

This 1.5km route connects Gorleston High Street to the residential area of Bradwell and provides a link between the Beacon Park Development (blue) and Blue Bell Woods (orange) routes. It also provides access to greenspaces, such as Gorleston Recreation Ground and Gorleston Cemetery, and access to East Norfolk Sixth Form.

Existing Condition

The route begins at the Church Lane / High Street crossroads, which only provides advanced stop lines for cyclists to assist in crossing. Following Church Lane requires cycling on the road. Although much of the road is quite wide, this is reduced by parking permitted along both footways and the potential for high volumes of traffic at peak times. The route continues over the roundabout that has no cycle provision. From the roundabout to Crab Lane, on-road cycling continues past East Norfolk Sixth Form. Once again, this section of road is wide but is likely to see high volumes of traffic and buses during peak times. The route continues along Crab Lane that requires cycling on the road. Accessing Beccles Road to connect with Bussey's Loke can be difficult due to the high volumes of traffic causing long waits at the junction. Bussey's Loke is a quiet access road for a small number of properties that can be used by pedestrians and cyclists to access Willow Avenue. The route continues along a short section the residential street Willow Avenue to connect to the Beacon Park Development route (Blue).

Schemes

Reference	Location	Timescale (Years)	Description
07-01	Church Lane	3-5	Feasibility study required at roundabout to look at including cycle provision
07-02	Church Lane	1-3	Traffic calming and 20mph from Church Road roundabout to Crab Lane junction
07-03	Crab Lane	1-3	Segregated cycle path to the north of Crab Lane between Shrublands Way and Forsythia Road. Toucan crossing, or review alternative crossing provision, on Church Lane and Shrublands Way to provide access to cycle path
07-04	Crab Lane	1-3	Traffic calming from Forsythia Road to Beccles Road
07-05	Beccles Road	1-3	Shared-use path and toucan crossing to connect Crab Lane and Bussey's Loke
07-06	Bussey's Loke	1-3	Review cycle chicane barriers to ensure they are suitable for all users (including non-standard cycles) and resurface path

Table 12: Schemes - Gorleston High Street to Bradwell (Cyan) route.

8.2 Walking zones

Great Yarmouth Town Centre Walking Zone

Zone Description

The Great Yarmouth Walking Zone encompasses the full town centre area as outlined in the Great Yarmouth Town Council Masterplan (2017), with extensions to the north west and to the east.

The town centre is a large employment area with most of the town's shops and the marketplace as well as St Nicholas Priory CE VA Primary School.

To the north west, there is a pedestrian link to the railway station using the foot bridge over the River Bure. To the east, the town centre is linked to seafront using the pedestrianised Regent Road.

The seafront is also included in the walking zone from the Venetian Waterways to the north, to the Pleasure Beach to the south.



Figure 19: Great Yarmouth walking zone

Schemes

Reference	Location	Timescale (Years)	Description
WZ-01	Regent Boulevard	5+	Footway realignment to improve width currently restricted by concrete supports
WZ-02	Temple Road	1-3	Surfacing improvements at crossing of Market Gates to prevent pooling
WZ-03	Market Gates	1-3	Surfacing improvements across junction of Market Gates delivery access
WZ-04	St Nicholas Road	3-5	Footway widening outside school
WZ-05	Stonecutters Way / Howard Street	3-5	Widen footway at junction with tactile paving
WZ-06	Howard Street	3-5	Footway widening adjacent to The Mariners PH
WZ-07	Howard Street	1-3	Install tactile paving at junctions with Regent Street
WZ-08	Regent Street	1-3	Install tactile paving at junction of Hall Plain between Regent Street and Hall Quay
WZ-09	King Street - Car Park	3-5	Improve footway access to car park on Howard Street, from Great Yarmouth Way and Row 78
WZ-10	Greyfriars Way	1-3	Install tactile paving at junction with Howard Street
WZ-39	North Drive seafront	5+	Improve surveillance along seafront and look at possible lighting options
WZ-40	North Drive seafront	1-3	Defects along seafront path (resurfacing)
WZ-41	Marine Parade	1-3	Review barrier north of pier that restricts access
WZ-42	Marine Parade	1-3	Resurfacing to repair minor defects at junctions of Marine Parade
WZ-43	Theatre Plain	1-3	Tactile paving required at junction opposite Theatre Tavern
WZ-44	Vauxhall Bridge	3-5	Improve natural surveillance of path connecting bridge and Lime Kiln Walk
WZ-45	The Conge	1-3	Relocate signage restricting footway (opposite NatWest)

Table 13: Schemes - Great Yarmouth Town Centre Walking Zone

Gorleston Walking Zone

Zone Description

The Gorleston Walking Zone covers Gorleston High Street and the seafront. The High Street provides employment to large numbers of people and links to Riverside Road which is another employment area. The Promenade is a long shared-use zone which is heavily used for tourism and other leisure activities including parkrun.



Figure 20: Gorleston Walking Zone

Schemes

Reference	Location	Timescale (Years)	Description
WZ-11	Marine Parade	1-3	Improve dropped kerbs at junctions along western footway
WZ-12	Marine Parade	5+	Review streetlighting along footway that restricts width
WZ-13	Marine Parade	1-3	Install zebra crossing across Marine Parade (upgrade to existing crossing space between Clarence Road & Avondale Road at entrance to park)
WZ-14	Cliff Hill	1-3	Resurfacing section of footway adjacent to property 3 Cliff Hill
WZ-15	Cliff Hill	1-3	Dropped kerb at junction of Springfield Road
WZ-16	Cliff Hill	5+	Review removal of southern footway to allow widening of northern footway along northern side of Cliff Hotel
WZ-17	Upper Cliff Road	1-3	Dropped kerb at junction with Cliff Road
WZ-18	Beach Road	1-3	Extend existing island to create pedestrian island for crossing at junction with Pier Walk
WZ-19	Pier Gardens	5+	Footway widening on southern side outside Ocean Room
WZ-20	Lower Esplanade	5+	Feasibility study required to assess gradient of access paths of Lower Esplanade to ensure accessible for all
WZ-21	Quay Road	3-5	Review crossing solutions for Quay Road near Pier Road junction
WZ-22	Pier Gardens	3-5	Review crossing solutions outside Pavilion Theatre
WZ-23	Quay Road	1-3	Tactile paving required at junction of Fiske's Opening
WZ-24	Pier Gardens	1-3	Tactile paving required at junction with Pier Road

Reference	Location	Timescale (Years)	Description
WZ-25	Lower Esplanade	1-3	Improved dropped kerb at (652985 , 303421)
WZ-26	Pier Plain	1-3	Resurfacing along entire length of footway
WZ-27	Pier Plain	5+	Footway widening required outside Bar 1
WZ-28	High Street	1-3	Resurfacing from Baker Street to Blackwall Reach
WZ-29	High Street	5+	Footway widening along sections of eastern footway and opposite the Green Bear PH on western side
WZ-30	High Street	1-3	Raised table at junction of Horsey's Lane
WZ-31	High Street	1-3	Review signage and streetlighting poles in footway restricting access
WZ-32	Pier Walk	3-5	Review crossing solutions near Pier Plain
WZ-33	Pier Plain	1-3	Upgrade crossing to Zebra near Baker Street
WZ-34	Pier Plain	5+	Footway improvements to increase visibility at Baker Street junction
WZ-35	Quay Road	1-3	Tactile paving required at junction with Pavilion Road
WZ-36	High Street	1-3	Tactile paving required at junction with Palmer Road. Tactile paving and dropped kerb required at junction with Cross Road.
WZ-37	Baker Street	1-3	Tactile paving and dropped kerbs required at junctions with Pier Plain and junction with Blackwall Reach
WZ-38	Church Lane	5+	Footway widening required on southern side adjacent to the Coral betting shop near Lowestoft Road

Table 14: Schemes - Gorleston Walking Zone

8.3 Wider connectivity schemes

Caister on Sea to Winterton-on-Sea (route 1)

This route connects Winterton-on-Sea to Caister on Sea which is at the northern end of the Green corridor of the focus area of the LCWIP. Sustrans Route 30 connects these two villages via Ormesby St Margaret, 2km inland from the coast, whereas the England Coast Path runs very closely to the sea, passing through California, Scratby and Newport.



Figure 21: Wider Connectivity Routes

Schemes

Timescale	Ref	Location	Description
Short-term	WC-01	Newport, Scratby and California	Feasibility study to identify route through quiet residential streets as recommended in Sustrans report
Medium-term	TBC	To be identified following feasibility study	
Long-term	TBC	To be identified following feasibility study	

Table 15: Schemes - Caister on Sea to Winterton-on-Sea (route 1)

Ormesby St Margaret to Potter Heigham (route 2)

This route connects Ormesby St Margaret to Potter Heigham, spurring west from Sustrans Route 30 passing through Marham. Potter Heigham is a popular tourist destination for The Broads due to its proximity to Hickling Broad and its medieval bridge over the River Thume. Potter Heigham also links to Stalham via Weavers' Way, which can be cycled to Aylsham via North Walsham.

Schemes

Timescale	Ref	Location	Description
Short-term	WC-02	Various locations	Feasibility study to identify routes
Medium-term	TBC	To be identified following feasibility study	
Long-term	TBC	To be identified following feasibility study	

Table 16: Schemes - Ormesby St Margaret to Potter Heigham (route 2)

Caister-on-Sea to Acle (route 3)

This route connects Caister on Sea to Acle via a series of quiet roads and public rights of way. It passes through several small villages before entering Acle from the north on Old Road. Acle is home to a railway station on the Norwich to Great Yarmouth line, offering public transport options for cyclists. Acle also offers links to Norwich using quiet roads to the north of the A47.

Schemes

Timescale	Ref	Location	Description
Short-term	WC-03	Various locations along existing cycle route	Safety audit to identify improvements
Medium-term	TBC	To be identified following safety audit	

Table 17: Schemes - Caister-on-Sea to Acle (route 3)

Bradwell to St. Olaves (route 4)

This route connects Bradwell to St. Olaves via Belton. It follows the Angles Way for some of its route, using public rights of way and quiet roads. Across the river from St. Olaves is the Haddiscoe railway station, which is on the Norwich to Lowestoft line. The route could potentially follow a disused railway line running between, Great Yarmouth and Broads via Bradwell, Belton, St Olaves and Haddiscoe.

Schemes

Timescale	Ref	Location	Description
Short-term	WC-04	Various Public Rights of Way	Feasibility to identify route using existing rights of way.

Table 18: Schemes - Bradwell to St. Olaves (route 4)

Bradwell to Belton (route 5)

This is a short route which connects Bradwell to Belton using an off-road shared use cycle path which runs along Beccles Road and New Road.

Schemes

Timescale	Ref	Location	Description
Short-term	WC-05	New Road	Widening and resurfacing of existing shared-use path alongside 'New Road'. (Scheme completed)

Table 19: Schemes - Bradwell to Belton (route 5)

Bradwell to Oulton (route 6)

This route allows access into The Broads with Oulton Broad being a popular tourist destination, just outside of Lowestoft. It is an alternate quiet lane route south across the Suffolk boarder, to the coastal route from Gorleston. This route also links in with Somerleyton and Angles Way for some of its length. Work will be carried out on this route in partnership with Suffolk County Council.

Schemes

Timescale	Ref	Location	Description
Short-term	WC-06	Various Public Rights of Way including any connecting Suffolk LCWIP routes	Feasibility study with Suffolk County Council to identify route using existing rights of way

Table 20: Schemes - Bradwell to Oulton (route 6)

Gorleston-on-Sea to Lowestoft (route 7)

This route follows the coast south out of Gorleston to the large port town of Lowestoft, Suffolk. It follows the line of the Sustrans National Cycle Network Route 1 for a large proportion of the route, whilst also making use of the disused railway line which once made up the Yarmouth – Lowestoft line.

Schemes

Timescale	Ref	Location	Description
Short Term	WC-10	Links Road Development	Feasibility of potential cycling links through current county schemes (Links Road development) to provide alternative (to A47) cycling route between Gorleston & Hopton.
Short Term	WC-11	Linkages between Norfolk and Suffolk	Feasibility with Suffolk County Council to identify routes from Suffolk LCWIP 'upwards' e.g. considering North Lowestoft (NLOW) development area at Corton for linkages between the two county borders (for better strategic connections between Gorleston & Lowestoft).
Short-term	WC-07	Warren Lane	Traffic data analysis to determine actual volume and speed
Short-term	WC-08	A47	Feasibility study to look at resurfacing and widening of shared-use path as per Sustrans' report
Medium-term	WC-09	Warren Lane	Following analysis, implement surface improvements traffic calming and signage as per Sustrans' report

Table 21: Schemes - Gorleston-on-Sea to Lowestoft (route 7)

9. Priority active travel network support schemes

Active travel network support schemes are services, facilities and physical infrastructure which help and encourage people to use the active travel network. Examples include cycle parking facilities, cycle hire schemes, wayfinding signs, cycle training and walking and cycling incentives.

Norfolk County Council are actively developing the following schemes to help make the network accessible, safe and enjoyable.

Public Cycle Hire Schemes



Public cycle hire schemes provide members of the public with safe, easy and affordable access to cycles which enable short trips to be made without relying on motorised transport.

Norfolk County Council recently partnered with Beryl Bikes and launched a cycle hire scheme in Norwich in March 2020. Currently Beryl Bikes have a fleet of 580 cycles available in Norwich and have recently introduced e-scooters which can be found at one of the 80 parking bays located around the city.

Beryl Bikes users in Norwich have covered the equivalent of six and a half laps around the globe, according to figures from Beryl, saving 43.92 tonnes of carbon dioxide emissions.

Figure 22: Beryl fleet of E-scooter, E-bike and standard bike. Source: Beryl, 2021

Great Yarmouth Borough Council are also working with Ginger who are providing a hire scheme for 35 e-scooters across Great Yarmouth. The scheme is part of a government pilot and in the first two weeks of launch attracted 1,512 registered users who travelled a total of 11,183 miles.

Public cycle hire schemes help to provide easy and cost-effective access to cycles

Route Wayfinding

Wayfinding signs help guide cyclists and pedestrians along a defined route without the need to refer to a map or mobile device. They are positioned along the journey at key decision points such as junctions, and sometimes in-between for reassurance.



They also help maintain user safety, cut down on user conflict and keep people informed and connected while they travel.

The signs also serve to create awareness of active travel routes and encourage people to use them. Wayfinding signs can be found in Great Yarmouth to guide people to key destinations within the Town.

New wayfinding interventions, which comply with design guidelines, will be incorporated into any new network schemes which are put forward for future funding bids.

Figure 23: Great Yarmouth wayfinding signs. Photograph sourced from the Great Yarmouth Transport Strategy

Wayfinding signs help to connect active travel routes and encourage people to use the network.

Secure Cycle Parking

Secure cycle parking facilities provide cyclists with the peace of mind that their cycle is safe and secure when not in use. The design of the parking will vary depending on where it is located and how long the cycle is being stored.



Figure 24: Cycle Parking Examples

Cycle parking for short stays near busy locations such as shops, cafes and town attractions can take the form of simple tubular stands, either on their own or in large quantities depending on demand.

On-street cycle parking hangers can provide secure storage in residential areas where storing a cycle at the home is not possible.

Cycle hubs can be found at locations that cater for large numbers of cyclists storing their cycle for long periods of time. Typical locations for cycle hubs are railway stations, central bus stations, places of education and work.

In the short to medium term Norfolk County Council will work with partners to identify opportunities for new secure cycle parking sites with a focus on sites close to key attractors (such as the train and bus station) and also, in the longer term, look to secure cycle parking in residential areas where there is a lack of cycle parking facilities.

Access to secure cycle parking provides people with peace of mind when storing their cycle.

Micromobility

Micromobility is the use of small lightweight electric vehicles to transport people and goods around towns and cities. Examples of these vehicles include low speed electric cycles and electric scooters as well as cargo cycles which are used by businesses to transport goods within central locations.

Increasing the availability and usage of these vehicles helps to reduce traffic congestion, free up parking space and improve air quality which supports a more healthy and sustainable transport system.

In the short-term Norfolk County Council will be working with strategic partners to pilot the use of lightweight electric vehicles to help transport people and goods within the Great Yarmouth area.



Figure 25: Ginger e-scooters in Great Yarmouth



Figure 26: Example of an E-cargo bicycle. Source: Zedfly, 2021

Adopting small lightweight electric vehicles in towns and cities can reduce congestion and improve air quality

Mobility Hubs

A Mobility Hub connects multiple modes of public and non-public transport and offer services which help make journeys safe, convenient and as reliable as possible.

The features and services within a Mobility Hub will be influenced by its location as well as the volume and type of traveller who will be using it.

Examples of additional transport services which may be available include cycle and scooter hire, cycle parking, car charging and parking facilities, cycle repair services, storage lockers, map and transport information services, shelter from the weather and refreshments.

Mobility Hubs help to raise the profile of shared mobility services which can increase their use and commercial viability. In addition, they support low car use lifestyles which could lead to lower demand for car parking spaces in central locations with space being reallocated for housing or public area improvements.

In the short-term Norfolk County Council will be creating a mobility hub within Great Yarmouth and will be working with strategic partners to identify potential new locations to grow the network over the medium term.



Mobility Hubs enable people to connect with multiple modes of transport

Mobility-as-a-service (MaaS)

Mobility as a Service (MaaS) is a term used to describe a digital transport service platform that enables users to access, pay for, and get real-time information on a range of public and private transport options. These platforms may also be linked to the provision of new transport services. They can save people time and money and help them to stay digitally connected with live transport updates whilst on the move.

Working with Government and strategic partners, Norfolk County Council will seek opportunities to invest in digital transport services for Norfolk to enable easy and efficient connectivity through the region.



MaaS is a digital planning and information service connecting people with multiple transport modes

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Cycling and Walking Incentives

Cycling and walking incentives are designed to encourage people to use and enjoy the cycling and walking network.

Examples of incentives can include:

- cycle training and maintenance programmes for schools and communities,
- support for workplaces with cycle parking,
- network maps,
- cycle loan schemes,
- plus, competitions to win cycling and walking equipment.

The variety of incentives offered by local authorities can change over time depending on the needs of the local community and the level of funding available.

Norfolk County Council currently offer a programme of walking and cycling incentives through the "Pushing Ahead" project. For information, go to [Pushing Ahead Norfolk Website](#). We will continue to develop programmes like this over the short and medium term to help communities and businesses within Great Yarmouth to use and adopt the cycling and walking network.



Incentives encourage people to use and enjoy the active travel network

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Supporting network infrastructure scheme list:

Scheme	Timescale	Description
Public Cycle Hire Schemes	Short-term	Norfolk County Council will continue to work with third party cycle hire scheme providers and seek public feedback to help develop and extend schemes within Great Yarmouth and Gorleston over the short to medium term.
Secure Cycle Parking	Short/ Medium-term	Investigate funding opportunities for cycle parking solutions within the Great Yarmouth region.
Wayfinding (for Cycling and Walking)	Short/ Medium-term	Following infrastructure improvements, deliver improved wayfinding which publicise the priority routes and the destinations they serve.
Micromobility	Short/ Medium-term	Investigate opportunities for public/ private partnerships for Micromobility pilots including (but not limited to) e-scooters and e-cargo bikes.
Mobility-as-a-service (MaaS)	Short/ Medium-term	Working with Government and strategic partners, Norfolk County Council will seek opportunities to invest in digital transport services for Norfolk.
Cycling and Walking Incentives	Short/ Medium-term	Development of a targeted behaviour change programmes to encourage more people to walk and cycle for economic, social, health and environmental benefits. This will be developed alongside key stakeholders, including Public Health England.

Table 22: Supporting infrastructure schemes

Supporting infrastructure schemes make journeys easier and encourage people to choose cycling and walking.

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10. How will the priority cycling and walking schemes be delivered?

The plan contains cycling and walking priority schemes which will be delivered over the next 10 years through new and existing funding sources.

Any schemes which require a new funding application will be assessed by the Government inspectorate 'Active Travel England'.

The role of the inspectorate is to assess all new applications with the power to refuse funding bids which are not supported by an LCWIP.

By creating an LCWIP for Great Yarmouth and Gorleston Norfolk County Council can confidently put forward robust active travel development funding bids to access existing and new sources of funding.

Potential funding sources include;

- the Great Yarmouth Town Deal initiative which aims to enhance physical and digital connectivity within the Town.
- the Active Travel Fund which was announced by the Government in May 2020 to support short and long term cycling and walking projects.

In addition to obtaining funding for new schemes, funding will also be required longer term to maintain the condition and standard of the Great Yarmouth Active Travel network.

The plan enables priority infrastructure improvements to be delivered as soon as funding becomes available.

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11. How will the success of the schemes be measured?

In 2017 the Government published an investment strategy paper for cycling and walking networks, which includes four indicators for measuring active travel network performance:

a. Cycling activity

Norfolk County Council will monitor the number of people cycling in the Great Yarmouth region in order to measure any changes in activity.

b. Walking activity

Norfolk County Council will monitor and measure actual walking activity and compare data against recent trends in order to measure any changes in activity.

c. Cycle safety

Key indicators of cycle safety will be monitored including, safety data counts and safety survey responses which provide a measure of actual incidents and the public perception of cycling safety.

d. Active travel for education

Norfolk County Council will measure changes in the adoption of cycling and walking as a mode of transport for all pupils traveling to a place of education, including primary and secondary schools as well as places for higher education.

In addition to these measures Norfolk County Council will also monitor the levels of access to the active travel network, levels of single occupancy car use, improvements in road capacity and improvements in air quality.

The Local Cycling and Walking Infrastructure Plan for Great Yarmouth will be reviewed on a regular basis and residents and stakeholders will have the opportunity to provide feedback on current schemes and contribute new scheme ideas.

Increases in active travel network access and use are key measures of success.

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12. References

Beryl. 2021. Photograph of Beryl Fleet provided by Beryl. Webpage: [Beryl Website](#)

Canva. 2021. Infographics. Webpage: [Canva Website](#)

Zedify. 2021. Photograph of E-cargo bike provided by Zedify. Webpage: [Zedify Website](#)

¹ Physical activity: applying All Our Health - GOV.UK. Webpage: [GOV.UK Website](#)

² Department for Transport: Gear Change, A bold vision for cycling and walking

³ Department for Transport: Gear Change, A bold vision for cycling and walking

⁴ Department for Transport: Gear Change, A bold vision for cycling and walking

⁵ Cycle Infrastructure Design (publishing.service.gov.uk)

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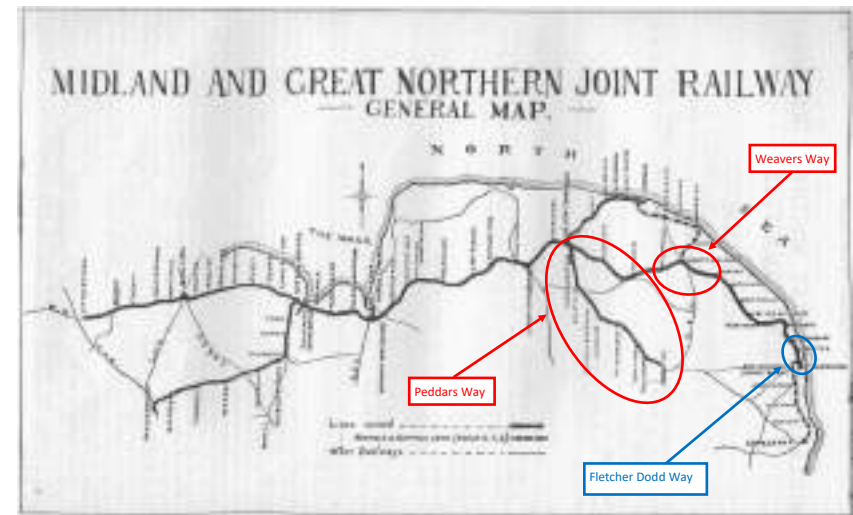
Caister on Sea—Leisure, Heritage and Inclusive Mobility

Route—(Fletcher Dodd Way Approx. 4km)

Proposal By—Nicholas Keable (local resident)

Rev 01—14/09/2024

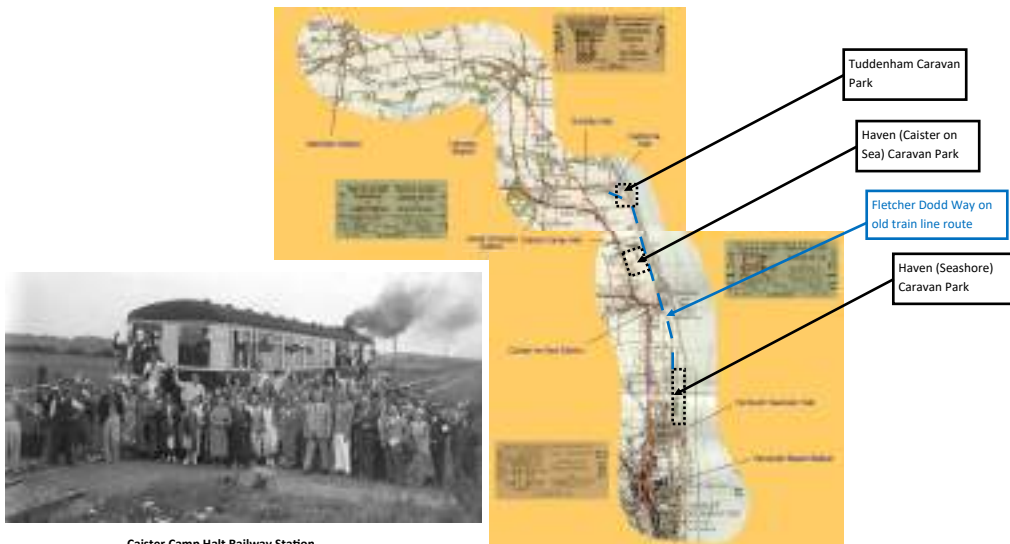
Rev 02—05/12/2024



The above map shows the extents of the Midland and Great Northern Joint Railway. The first sections were established in 1858. By the 1950's the Midland and Great Northern Joint Railway was loss-making and closures of large sections of the railway were instigated. The last services ceased operations in 1965 as the United Kingdoms railway network was significantly abandoned under the cuts instigated by Richard Beeching of the British Railways Board.

Sections of the de-funked railway have been used in the county to establish footpaths, bridleways and cycleways, notably parts of the Weavers Way (Stalham to Aylsham) and Peddars Way (Aylsham to Drayton). This proposal expands the network on the route of the old Great Yarmouth and Stalham Light Railway from Great Yarmouth North Dunes to California. The proposal is to rejuvenate the route the Norfolk Coastal takes from California to North Dunes, a section of approximately 4km. It is understood the section from Beach Road carpark (Caister) to North Dunes (Great Yarmouth) is already in the local plan.

Great Yarmouth and Stalham Light Railway (Southern Terminus)



Caister Camp Halt Railway Station

John Fletcher Dodd

If Billy Butlin is regarded as the father of the holiday camp, then Fletcher Dodd is its grandfather.



The below is extracted from the Great Yarmouth Mercury—Looking back at Britain's oldest holiday camp in Norfolk

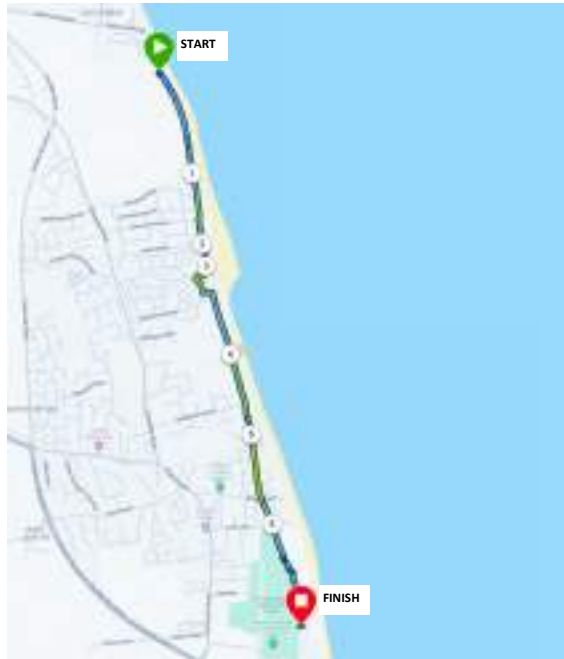
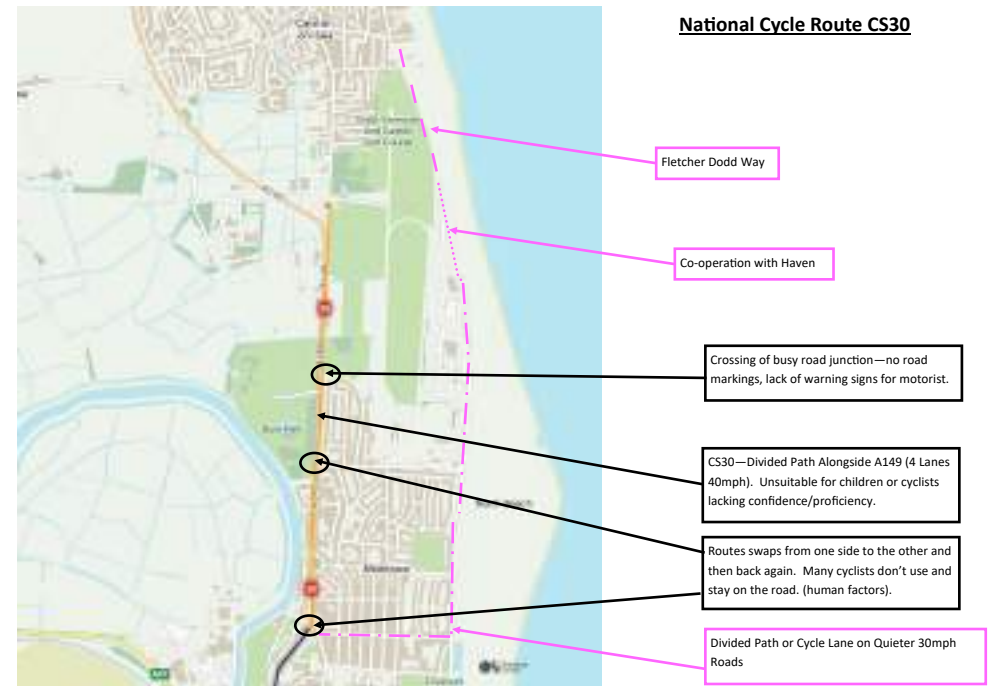
"Caister Holiday Park first opened as a 'Socialist Camp' in 1906 by [John] Fletcher Dodd who was a member of the Independent Labour Party. It started with three bell tents in his garden as he offered cheap holidays and breaks to the working people of East London. As the holiday camp became more popular, the number of tents increased and, after the First World War, they were soon replaced with chalets. During the 1930s, the holiday camp built the largest dance hall for miles around. They wrote: "When the Second World War came the entire camp was taken over by the military and used as a training centre by the army and to house Italian and other prisoners of war. When the war was over it was time to improve and modernise the camp and offer holidays to all families regardless of background. The 1950s saw an important change and various petty rules and customs were abolished.

Fletcher Dodd, the creator of a seaside tradition, died aged 90 in 1952, but his great legacy lives on. The site continued: "Caister camp was now starting to become a real family holiday camp with upgraded accommodation and a choice of bars and entertainment. Soon, the ever-popular shops, bingo halls and sports facilities started appearing. "Today, the self-catering Caister Holiday Park is owned by Bourne Leisure, trading as Haven, and is a vast, modern, busy holiday centre catering for all ages with comfortable static caravan accommodation, excellent bars and restaurants, and some of the best family holiday entertainment, facilities and amenities in the UK."

Norfolk Coastal Path—For Information/Background



National Cycle Route CS30



Total Length Requiring Rejuvenation (and Approx Cost of 3m Wide Path)

- 3.51km (£279,129.03)

Lengths between Markers (and Approx Cost of 3m Wide Path)

- Start to 1
Tuddenham Camp to Second Ave Car Park
0.63km (£92,553.33)
- 1 to 2
Second Ave Car Park to End of Halt Road
0.42km (£0 surface is suitable)
- 2 to 3
Halt Road to Haven Beach Entrance
0.14km (£20,567.40)
- 3 to 4
Section Thru Haven Caister Camp
0.65km (£0 surface is suitable)
- 4 to 5
Haven Camp to Manor Road
0.49km (£71,985.90)
- 5 to 6
Manor Road to Beach Road Car Park
0.55km (£0 surface is suitable)
- 6 to Finish
Beach Road Car Park to Haven (Seashore)
0.64km (£94,022.40)

Costs based on equivalent path at Diana Way Caister—Example provided in Appendix. Path width 3m per LTN 1/20 Table 5-2

Satellite Overview —For Information/Background



Ormsby Traffic—Via Station Road

Section 1—California Halt to Caister Camp Halt



Hemsby Traffic—Via Ormsby Road, Thoroughfare Lane and Beach Road then same as Scrabby.
Scrabby Traffic—Via Rottenstone Lane

California Halt—Heritage Sign and Route Information

California Road—Signage Only

Tuddenham Caravan Park—cooperation required

Route Widening, Vegetation Clearance and Surface Improvements required in this Section

Marine Drive—Signage Only

Route Widening, Vegetation Clearance and Surface Improvements required in this Section

Caister Camp Halt—Heritage Sign and Route Information. Potential Rest Point—existing benches, recycling bins and dog litter bin likely property of Haven.

Section 2—Caister Camp Halt to Manor Road



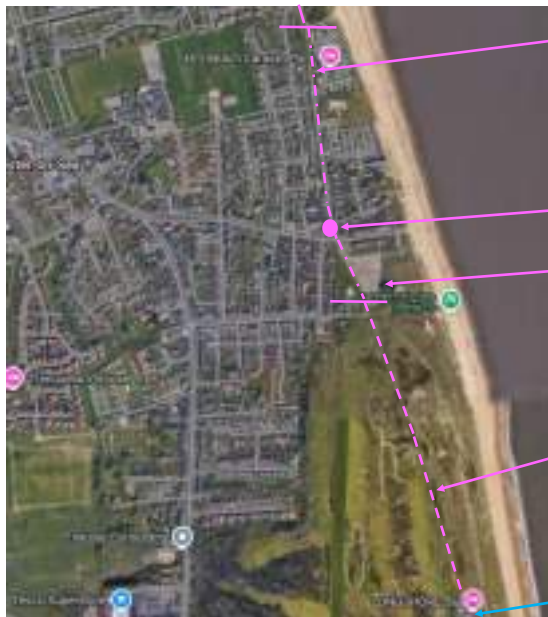
Caister Camp Halt—Heritage Sign and Route Information. Potential Rest Point—existing benches, recycling bins and dog litter bin likely property of Haven.

Haven Caister—cooperation would be required—original trainline has disappeared (sand dune encroachment).

Route Widening, Vegetation Clearance and Surface Improvements required in this Section

Manor Road—Signage Only

Section 2—Manor Road to Haven Seashore



Manor Road—Signage Only

Site of Caister on Sea Railway Station—Heritage Sign and Route Information.

Caister Lifeboat Station—Heritage Sign and Route Information. Potential Rest Point—existing benches, recycling bins and dog litter bins. Café at the Lifeboat Station.

Creation of new walkway/ cycleway/ Wheelchair route in accordance with "Inclusive Mobility—A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure"

Route continue in/around Haven Seashore—cooperation required

APPENDIX

Section 1—California Halt to Caister Camp Halt (Photos #1)



Junction with Tuddenham Site



Junction with Tuddenham Site



Evidence of prior better surface



Very sandy in places



Too narrow in places



Very sandy in places



Too narrow in places



Good surface (car park end)

Section 1—California Halt to Caister Camp Halt (Photos #2)



Junction with Sec. Ave Car Park



Norfolk Coastal Path Sign



Marine Drive Junction



Path towards Haven



Public Footpath Sign



Caister Camp Halt?



Junction with Haven Caister

Section 2—Caister Camp Halt to Manor Road (Photos #1)



Sand Dune Encroachment



Sand Dune Encroachment



Sand Dune Encroachment



Haven Caister Road



Edge of Haven Site



Edge of Haven Site



Caister High School Section



Interface with Braddock Road Car Park

Section 2—Caister Camp Halt to Manor Road (Photos #2)



Between Car Park and Manor Road



Between Car Park and Manor Road

Section 3—Manor Road to Haven Seashore (Photos #1)



Manor Road



Junction with Beach Road



Junction with Beach Road



Beach Road Car Park and Lifeboat Station



Too narrow in places



Running Parallel with Golf Course



Too narrow in places



Running Parallel with Golf Course

Section 3—Manor Road to Haven Seashore (Photos #2)



Interface with Haven Seashore



Original Boundary Fence?

Surface Finish—Local Examples



Weavers Way (Stalham)



Blickling Hall NT (Aylsham)



Diana Way Open Space (Caister on Sea)

Surface Finish—Cost Example (Diana Way Open Space)



Diana Way Open Space (Caister on Sea)

Contract Price	—	£37,616 (Source GYBC Contract register)
Length	—	320m
Width	—	2400mm (nominal)
Area	—	768m ²
Cost Per 1m²	—	£48.97

Local Examples of Self Binding Crush Stone Paths— bound surfaces such as tarmac are probably not suitable due to aesthetic and nature considerations. This seems a reasonable compromise and is allowable in such instances per LTN 1/20 15.2.5. Assume that minimal foundations would be needed due to the track ballast from the previous railway.



CAISTER-ON-SEA

CAISTER-ON-SEA PARISH COUNCIL

The Council Hall
1 Yarmouth Road
Caister-On-Sea
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NR30 5DL

Office: 01493 738 474

Opening Hours: Monday – Thursday 9:30am – 12:30pm

Consultation on the Great Yarmouth Community Infrastructure Levy (6 December 2024-31 January 2025) – 6 January 2025

Dear Parish Council,

Consultation on the Great Yarmouth Community Infrastructure Levy (CIL) Draft Charging Schedule Representations Period: 6th December 2024 to 31st January 2025

Great Yarmouth Borough Council is preparing a new Local Plan to replace the existing Core Strategy and Local Plan Part 2. As part of the preparation of the plan, the Council has considered whether it would be appropriate to introduce a Community Infrastructure Levy (CIL). Consequently, following the March to May 2024 preliminary CIL consultation, the Council has produced a draft charging schedule and supporting evidence documents.

CIL is a levy which local authorities can introduce to require developers to make financial contributions towards the provision of infrastructure to support new development. Most development has some impact on the need for infrastructure and services, or benefits from them. CIL helps to ensure that the infrastructure that is needed to make development acceptable is funded and delivered.

The Parish Council are invited to make representations (comments) on the Community Infrastructure Levy (CIL) Draft Charging Schedule between 6th December 2024 and 31st January 2025. Following the representation period, the Council will submit the CIL Draft Charging Schedule (and supporting evidence base) for independent examination, in accordance with Section 212 of the Planning Act 2008 (as amended).

The CIL Draft Charging Schedule and supporting evidence are available to view on the Council's website: cil.planning.great-yarmouth.gov.uk. Inspection copies of all the consultation documents are also available to view at the following locations:

- Reception, Great Yarmouth Borough Council, Town Hall, Hall Plain, Great Yarmouth, NR30 2QF
- Local Libraries, as detailed in the statement of representations procedure

As previously advised, we are holding an event for Parish Councils on 17th December 2024 at 7:00pm in the Town Hall. Planning officers will provide a presentation covering the consultation followed by a question-and-answer session and workshop. If you haven't already confirmed attendance and wish to attend, please email kim.balls@great-yarmouth.gov.uk.

There will be staffed drop-in sessions where officers will be available to discuss the consultation material with members of the public on the following dates and locations:

- 9th January 2025 – 10:00am to 6:00pm – Great Yarmouth Town Hall, Hall Plain, Great Yarmouth

- 13th January 2025 – 4:00pm to 9:00pm – The Old School Village Centre, Green Lane, Bradwell
- 15th January 2025 – 4:30pm to 9:00pm – All Saints Parish Hall, Beach Road, Scratby

A webinar will take place between 6:30pm and 8:00pm on 12th December 2024, where a presentation on the consultation will be given together with an opportunity to ask questions. Please register your interest in attending by 5:00pm on Wednesday 11th December by emailing localplan@great-yarmouth.gov.uk

Comments can be made by using the online survey that can be accessed using the councils website: cil.planning.great-yarmouth.gov.uk or alternatively you can email a response to localplan@great-yarmouth.gov.uk. The Council has also made available on the above website a [Guidance Note](#), which should be read before making a representation. Representors are advised that in making comments they are agreeing to the terms of the [Local Plan Privacy Notice](#).

Please ensure all comments are received by 23:59 on **31st January 2025**

If you would like to be notified of the submission of the CIL Draft Charging Schedule, receipt of the Examiner's Report or the approval of the Charging Schedule, please indicate this in your comments.

If you have any questions about the consultation, please contact the Strategic Planning team using the contact details below:

Strategic Planning Team
Planning and Growth
Great Yarmouth Borough Council

Email: localplan@great-yarmouth.gov.uk

www.great-yarmouth.gov.uk

Telephone: 01493 846270

Great Yarmouth Community Infrastructure Levy (CIL)

Draft Charging Schedule

October 2024



Great Yarmouth | Community Infrastructure Levy | Draft Charging Schedule

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Purpose of this document

This document is the Great Yarmouth Community Infrastructure Levy (CIL) Charging Schedule. It sets out Great Yarmouth Borough Council's rates of CIL that will be charged on certain types of new development in the area. The Council is the Charging Authority for the entire Local Plan area, which excludes those parts of the Borough area covered by the Broads Authority. The money raised from the charge will be used to pay for infrastructure to support development within the Borough.

In setting its CIL rates in accordance with Regulation 14(1) of the Community Infrastructure Levy Regulations 2010 (as amended), Great Yarmouth Borough Council has identified an appropriate balance between:

- the desirability of funding from CIL (in whole or part) the estimated total cost of infrastructure required to support the development of the council area, taking into account other actual and expected sources of funding; and
- the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across the charging area.

Great Yarmouth | Community Infrastructure Levy | Draft Charging Schedule

1. Community Infrastructure Levy Charging Rates

1.1. Residential Rates

1.1.1. The rates for residential development (falling within C3 and C4 Use Class of the Town and Country Planning (Use Classes) Order 1987 (as amended)) are set out in Table 1.1 below.

Table 1.1 – Residential Rates

Residential Charging Zone	Rate of CIL per sqm
Residential Zone 1	£80
<ul style="list-style-type: none"> • Standard Borough Rates 	
Residential Zone 2	£0
<ul style="list-style-type: none"> • Allocated Brownfield Sites, • Great Yarmouth Town Centre, • Haven Bridge Quayside Area, • Great Yarmouth Seafront Area • Great Yarmouth Back of Seafront Area 	
Residential Zone 3	
<ul style="list-style-type: none"> • Strategic site at Nova Scotia Farm, Caister 	
All Residential Zones	
<ul style="list-style-type: none"> • Sheltered Housing¹ • Extra Care housing² 	

¹ This usually consists of purpose-built flats or bungalows with limited communal facilities such as a lounge, laundry room and guest room. It does not generally provide care services but provides some support to enable residents to live independently. This can include 24-hour on-site assistance (alarm) and a warden or house manager ([social care institute of excellence](#)).

² This usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24-hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre. In some cases, these developments are known as retirement communities or villages - the intention is for residents to benefit from varying levels of care as time progresses ([social care institute of excellence](#)).

1.2. Other Rates

1.2.1. The rates proposed for other types of development are set out in Table 1.3 below.

Table 1.3 – Other Rates

Type of Development	Rate of CIL per sqm
Supermarkets ³	£240
Retail Warehousing ⁴	£100
All other developments	£0

³ Self-service stores selling mainly food and drink (convenience) goods. For the purposes of this CIL Charging Schedule, any comparison goods sold in a convenience store must make up no more than 49% of the floorspace, which will be controlled by planning condition.

⁴ Large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering mainly for car-borne customers.

3. Monitoring and Indexation

3.1.1. This Charging Schedule will be regularly monitored, such as through the Infrastructure Funding Statement.

3.1.2. CIL rates in this Charging Schedule will be adjusted annually, on 1st January, using the RICS CIL Index, which is published in November of the preceding year by the Royal Institute of Chartered Surveyors.

2. Rationale

2.1. Residential Rates

2.1.1. Residential zones and rates have been set with reference to the recommended rates from the Local Plan Viability Assessment (2024). The viability assessment identifies that viability on brownfield sites, particularly within the urban area of Great Yarmouth is more challenging. As such, it is proposed to have a zero rate of CIL for the brownfield sites that are proposed to be allocated in the new Local Plan and those parts of the town where new housing is being promoted, such as the town centre, seafront area, back of seafront area, and the Haven Bridge improvement area. Brownfield development elsewhere within the local plan area will be subject to the standard rate of CIL. While this may provide a challenge to the viability of development in some instances, such sites will not be essential to the delivery of planned new housing development, and in many cases will benefit from a substantial discount from CIL due to existing buildings on the site being converted or redeveloped.

2.1.2. The Local Plan also allows the level of affordable housing to be reduced in instances where brownfield residential development is demonstrated to be unviable. This has the potential to significantly reduce the overall costs of development.

2.1.3. It is not proposed to have a CIL rate for the strategic allocation site proposed to the west of Caister (Policy CAS 1 – Nova Scotia Farm). It is best practice for large sites to continue to rely on section 106 contributions so that contributions can be phased in such a way to ensure the viability of development alongside the timely delivery of site-specific infrastructure. As such, proposed Policy CAS1 of the First Draft Local Plan indicates that the development allocated by the policy will need to make financial contributions towards infrastructure through section 106 planning obligations.

2.1.4. Sheltered and extra care housing inevitably carries higher build costs given the special needs of the residents that they cater for. Based on the viability assessment analysis, specialist older peoples housing will not have capacity to bear CIL.

2.2. Other Rates

2.2.1. The Viability Assessment identified that supermarkets (retail stores that are predominantly used for the sale of convenience/food shopping) can viably achieve a rate of £240 per square metre. The Viability Assessment identified that retail warehousing (predominantly comparison/household goods shopping) can viably achieve a rate of £100 per square metre.

2.2.2. All other non-residential uses (including office uses, for example) would need to be zero rated as they cannot bear the costs of a CIL charge.

Appendix A – Residential Charging Zones

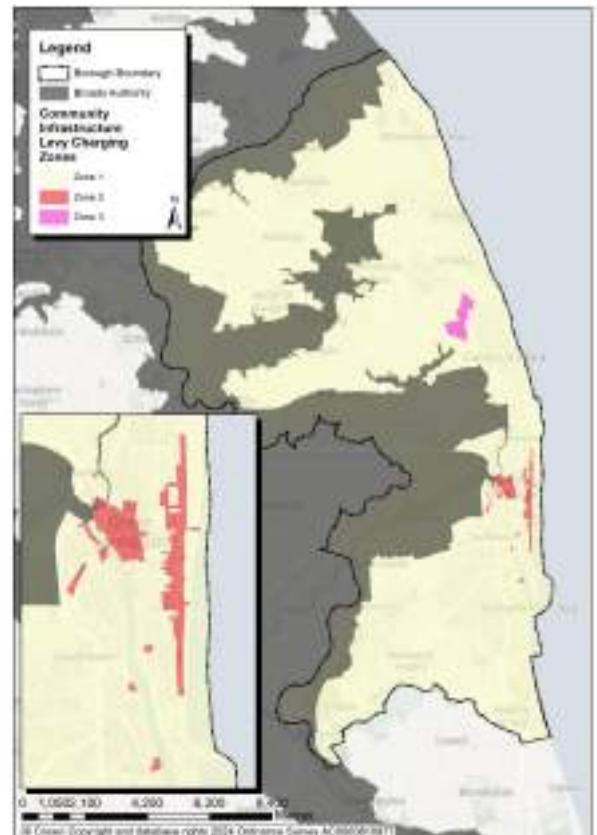


Figure 1: Residential Charging Zones



Figure 2: Residential Charging Zone Inset Map 1



Figure 3 Residential Charging Zone Inset Map 2

Community Infrastructure Levy (CIL)

Draft Charging Schedule

Statement of Representations Procedure

The Community Infrastructure Levy Regulations 2010 (Regulation 16)

6 December 2024 to 31 January 2025



Great Yarmouth Borough Council intends to submit a Community Infrastructure Levy (CIL) Draft Charging Schedule for examination, under Section 212 of the Planning Act 2008 (as amended by Section 114 of the Localism Act 2011).

In accordance with the Community Infrastructure Levy Regulations (2010, as amended), Great Yarmouth Borough Council is inviting representations on the CIL Draft Charging Schedule. This statement sets out how and by when to make such representations, how to express interest to be heard by the examiner, as well as where to find the consultation documents and supporting information.

Document Title: Great Yarmouth Community Infrastructure Levy (CIL) Draft Charging Schedule.

Subject matter: The CIL Draft Charging Schedule sets out Great Yarmouth Borough Council's rates of CIL that will be charged on certain types of new development in the area for which it is the Charging Authority. This consultation stage is your chance to make representations on the document prior to its examination.

Representations Period: 6 December 2024 to 31 January 2025. Representations must be received by 23:59 on 31 January 2025. Any representations received after this date may not be considered. Only representations received within this period have a statutory right to be considered by the examiner.

Area covered: The administrative area of the Borough of Great Yarmouth, except for those parts of the Borough in the designated Broads Authority area.

Availability of documents: The CIL Draft Charging Schedule, Statement of Representations Procedure and other supporting documents will be available on the Council's webpage at <https://cil.planning.great-yarmouth.gov.uk>. The Borough Council will, on

request, endeavour to assist anyone who has difficulty in reading the material because of disability or language barriers.

All consultation documents will also be able to inspect over the consultation period at:

- Great Yarmouth Town Hall, Hall Plain, Great Yarmouth, NR30 2QF (during office hours)
- Great Yarmouth Library, Tolhouse Street, Great Yarmouth, NR30 2SH: 8am – 7pm (Mon – Fri); 8am – 4pm (Sat) or 10am – 4pm (Sun)
- Gorleston Library, 1 Lowestoft Road, Gorleston, NR31 6QU: between 8am – 7pm (Mon - Fri); 8am – 4pm (Sat) or 10am – 4pm (Sun)
- Bradwell Library, 15 Lords Lane, Bradwell, NR31 8NY: between 10am – 12:30pm (Mon & Sat) or 2pm – 5pm (Thur)
- Caister Library, Beach Road, Caister-on-Sea, NR30 5EX: between 8am – 7pm (Mon – Fri); 8am – 4pm (Sat) or 10am – 4pm (Sun)
- Martham Library, Black Street, Martham, NR29 4PN: between 8am – 7pm (Mon – Fri); 8am – 4pm (Sat) or 10am – 4pm (Sun)

There will be staffed drop-in sessions where officers will be available to discuss the consultation material with members of the public on the following dates and locations:

- 9 January 2025 from 10am to 6pm at Town Hall, Hall Plain, Great Yarmouth, NR30 2QF
- 13 January 2025 from 4pm to 9pm at the Old School Village Centre, 2 Green Lane, Bradwell, NR31 8QH
- 15 January 2025 from 4:30pm to 9pm at All Saints Parish Hall, Beach Road, Scratby, NR29 3AJ

Submitting comments: The Borough Council encourages comments on the CIL Draft Charging Schedule to be submitted electronically at <https://cil.planning.great-yarmouth.gov.uk>.

Alternatively, comments will also be accepted:

- By email to localplan@great-yarmouth.gov.uk
- By post to Strategic Planning, Great Yarmouth Borough Council, Town Hall, Hall Plain, Great Yarmouth, NR30 2QF.

Hard copies of the Representations Form will be made available from the Town Hall, Great Yarmouth; and all public libraries in the Borough and online throughout the consultation period. This must be returned to the above postal address.

How to participate in the examination, and request notification of the progress of the CIL Draft Charging Schedule: By using the representations form (either online or hard copy) you can request to be heard by the examiner and also be notified of any of the following:

- Submission of the Great Yarmouth CIL Draft Charging Schedule for examination
- Publication of the examiner's report

- Approval of the CIL Charging Schedule by Great Yarmouth Borough Council

If you choose not to submit representations using the comments form (either online or hard copy), you must specifically request if you wish to participate in the Examination and be kept informed of the progress of the CIL Charging Schedule.

For further information, please contact the Strategic Planning Team on 01493 846270 or email localplan@great-yarmouth.gov.uk



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Parish Report – Councillor Penny Carpenter GYBC – 6 January 2025

Report attached and additional comments below:

1. Beach Road Car Park, Caister.

I have monies left over from my highways budget and I have requested these monies be used again for the filling of potholes on Beach Road Car Park.

I have contacted the Great Yarmouth Borough Council Highways Engineer and Norfolk County Highways Engineer informing both that is my instruction. I am hoping to speak with the GYBC Engineer this coming week to finalise, once I have undertaken this I may be in the position to let you know when scheduled works will be carried out.

2. Land at the bottom of Braddock Road Caister.

This area of land which stretches along the bottom of Braddock Road which leads onto the beach is not in the hands of one landowner, there are multiple landowners of this particular strip of land.

Your Borough Councillors have received in the past complaints about overnight parking, tethering of horses, and multiple vehicles parking.

The Borough Council will be serving notices on a number of individuals asking them to remove their possessions from land which is in the ownership of the council.

3. Land off the Mallards Estate

The Parish Clerk wrote to the councillors regarding the state of the pedestrian pathway (not officially identified as a pathway just a route taken by individuals) to gain access to the field for dog walking etc. This particular strip of land has been churned up by a heavy vehicle and the

clerk had received complaints. I appreciate this came in just before the Christmas Break but I did forward the complaint onto the Director for our Estate and the Environmental Manager asking for an inspection to be carried out and the IDB be contacted. As this was over the Christmas break I have not heard anything back but I expect to week commencing the 6th of January 2025.

Again once I am in receipt of information I will pass onto the new Parish Clerk Karina Green.

4. Devolution for Norfolk

I am sure you are all aware that the new government are looking at installation of Mayoral authorities and the issue of the Government 'The English Devolution White Paper' which sets out plans to widen devolution across England, which can be found <https://www.gov.uk>

This paper was released on the 16th of December 2024, it does outline how government will rebuild and reform local government, the paper covers a multitude of areas , facing the future, how they will deliver devolution in England, powers, functions and funding, devolution framework, etc, the forward is introduced by the deputy prime minister and also features the Minister of State for Local Government and English Devolution.

This is wholesale change to what we have been used to working within local government, and if adopted, there will be significant changes in Norfolk and the seven district councils.

This development is in a very early stage and Norfolk County Council are debating this devolution idea in early January 2025.