

COMMUNITY UPDATE

SPROWSTON SAFER NEIGHBOURHOOD TEAM

OLD CATTON & SPROWSTON WEST WARD



www.norfolk.police.uk

NOVEMBER 2021



WE ARE YOUR SAFER NEIGHBOURHOOD TEAM – WANT TO GET IN TOUCH?

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PC 1578 GRAHAM GILL

UPDATE FROM YOUR ENGAGEMENT OFFICER

#StreetSafe
Anonymously flag areas on a map where you don't feel safe, regardless of whether a crime has taken place
police.uk/streetsafe

Norfolk Constabulary targets hotspots where people feel unsafe. Chief Constable Paul Sanford is urging Norfolk residents to use the Street Safe online tool to report areas where they feel unsafe in the county.

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CURRENT NEIGHBOURHOOD PRIORITIES

- Speeding
- Anti-social/nuisance behaviour in public/open spaces
- Safety of young pedestrians and cyclists, including inconsiderate parking near schools

WHAT'S HAPPENING IN YOUR AREA?

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- Speeding
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As the dark nights draw in marking the end of British summer time please can I remind residents to increase their vigilance around home and vehicle security. The following crime prevention advice can be used at home: Keep front and back doors locked at all times and keep keys and valuables out of sight or reach from letterboxes; Use timer switches to turn on lights before you get home, to create the illusion that someone is home; Keep curtains closed at night; Ensure your vehicle is locked and secure; On cold mornings do not leave your vehicle unattended with the engine running; Secure sheds and outbuildings with good padlocks.

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With the new school term under way, the police have received reports of inconsiderate/unsafe parking around the schools. Please ensure that when dropping off or picking up children at school times you park safely and sensibly. Please show care and consideration for others by keeping driveways clear to help keep the roads safe for everyone. Thank you for your cooperation.

DATES FOR YOUR DIARY

- Priority Setting Meeting – Thursday 14th December 2021 at 6pm via Microsoft Teams

For local engagement surgeries see Broadland Police social media pages



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CRIME UPDATES 1st to 31st OCTOBER

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Burglary business and community	0	A person commits theft in a building or structure that is not lived in.
Burglary residential	2	Entry and theft in a building or a structure that is lived in.
Criminal Damage	2	A person destroys or damages property belonging to someone else.
Domestic	4	Domestic incidents where a crime has not occurred. Parties are aged 16 or over and have been intimate partners or family members regardless of sexuality.
Hate Incident	0	Any incident where a crime has not occurred which the victim, or anyone else, thinks is based on someone's prejudice towards them because of their race, religion, sexual orientation, disability or because they are transgender.
Race or Religious aggravated public fear	0	Any crime determined to have a hate element as per above.
Possession of controlled substance	0	Unlawful possession of a drug classified in class A, B or C.
Possession of weapons	0	Unlawful possession of an article used as a weapon.
Public fear, alarm or distress	0	Public order offences e.g. from a verbal altercation to offences just short of violence.
Robbery	0	Includes a range of offences where force is used, threatened or the victim is put in fear.
Theft from a motor vehicle	0	Any item stolen that was in, on or attached to a motor vehicle.
Theft or unauthorised taking of a motor vehicle	0	Any motor vehicle including those abandoned.
Theft of pedal cycle	0	From a public place, if stolen from a shed or garage this would be a BOTD.
Theft from a person	0	Purse being taken from a handbag, or a mobile phone from a shopping basket.



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SPROWSTON CENTRAL & EAST WARD



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TALK TO YOUR LOCAL
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Guy Ranaweera

From: Alison Shaw <hodgesrow1@btinternet.com>
Sent: 24 November 2021 11:37
To: Hindringham PC; Shotesham PC; Tacolneston PC; Ashill PC; Rougham PC; northrunctonparishclerk@outlook.com; Hardingham PC; Brisley PC; gressenhallpc@gmail.com; Stanfield PC; Guy Ranaweera; Hoveton PC; ludham parishclerk; Bawdeswell PC; Gill Welham Flitcham; taverhamparishcouncil; Hevingham Parish Council; castonparishcouncil; upwellpc@gmail.com; hindolvestonpc@googlemail.com; Burnham Overy Parish Council; Burnham Market PC; Wicklewood PC; Castle Acre PC; crimpleshamparishcouncil@gmail.com; shouldhampc@gmail.com; Roydon(Diss); Hethersett PC; baconsthorpeparishcouncil@gmail.com; Wiggshall StGermans; kerry_thursfordpc@yahoo.com; Briningham PC; littlesnoringpc@googlemail.com; Stockton Parish Meeting; Honingham PC; Narborough Parish Council; Bradwell PC; clerk@reephamtowncouncil.org.uk; Halvergate PC; burnhamthorpe PC; Field Dalling Saxlingham; Smallburgh Parish Clerk; Haveringland Parish Meeting; Shelton Parish; Whissonsett PC; Cley PC; Ringland PC Chair; eastrustonparishcouncil@gmail.com; kerry_gunthorpepc@yahoo.com; Great Witchingham; Bylaugh Parish Meeting; Litcham PC; Beckham PC
Cc: NorfolkALC County Officer; Michael Rayner; jerome.mayhew.mp@parliament.uk; duncan.baker.mp@parliament.uk; George FREEMAN; richard.bacon.mp@parliament.uk; james.wild.mp@parliament.uk
Subject: OTN Update - November 2021
Attachments: VANGUARD- final response of 85 PCs.docx; ATT00001.htm

Dear Chairs, Councillors and Clerks,

Offshore Windfarms Update: November 2021

It's been another busy month!

1. The Norfolk Parish Movement for an OTN:

Our numbers continue to grow every week and now stand at **87 Parish and Town Councils** spread across the entire county. Such a large group of councils working together on a single issue is probably unprecedented - certainly in Norfolk - and increases significantly our power to promote change. Offshore wind industry bodies are taking note and we strengthen by our very existence the mandate we give to our MPs to lobby vigorously on our behalf at Westminster.

Check with your neighbouring parishes and, if they have not already joined the movement, then encourage them to do so!

2. The re-determination of Norfolk Vanguard:

As most of you will know, we submitted a letter on November 19th to the Secretary of State (SoS) at the Dept. for Business, Energy and Industrial Strategy. This was our group response to the closure of the consultation on re-determining the Norfolk Vanguard application. Please find attached below, for your council's records, the final version of this letter, including the co-signatory list.

In brief, we commented on significant shortcomings in the re-determination process, repeating our contention that the two sister projects - Vanguard and Boreas - should have been examined and determined together. We

concluded by urging the SoS to either refuse, defer or split the decision on the Vanguard/Boreas project *in its current form*.

I would like again to encourage all Councils to forward the letter attached below to your MP, to your District and County Councillors, and also to your residents - to amplify the effect of the letter locally and to emphasise your Council's support for the OTN.

The SoS has not yet indicated a date when he might publish a decision on the Vanguard re-determination, but he has indicated that he is minded to determine the sister project, **Norfolk Boreas**, on or before **December 10th**.

3. The Off Shore Electricity Grid Task Force - OffSET:

This new grouping of East Anglian MPs and County Councillors has started work with a sense of urgency. Jerome Mayhew MP reports that the OffSET group are about to submit a response to the current consultation on the *Offshore Transmission Network Review: Enduring Regime and Multi-Purpose Interconnectors* workstream. The group will be putting forward the point that effective coordination offshore must not wait until 2030, rather it should be *accelerated*, to maximise savings and retain and enhance social consent.

We also received this month the good news that a Cabinet Member of Norfolk County Council - Andy Grant - has joined the OffSET group, to represent the interests of Norfolk. We hope that this heralds a more active response now from NCC, who have thus far been frustratingly neutral on this huge issue for our county.

4. Questions in the House:

To maintain the high profile of this urgent issue at Westminster, some of our Norfolk MPs continue to be active in the House of Commons on our behalf.

On November 16th Jerome Mayhew MP pressed the new Minister for Business, Energy and Clean Growth, Greg Hands MP, on implementing an Offshore Transmission Network. The Minister's response was quite positive and indicates an encouraging willingness to continue to engage with the OffSET group. Please see link below to Hansard:

<https://hansard.parliament.uk/Commons/2021-11-16/debates/C8334CCF-96F4-4894-9B72-C7673D1A6E65/TopicalQuestions#contribution-C616428B-0BBD-466A-BAAD-76C4FAC18FFD>.

On November 15th Duncan Baker MP asked a question at PMQs and the Prime Minister responded in the following terms:

Duncan Baker (North Norfolk) (Con):

The United Kingdom has an enviable record of phasing out coal because of the success of our renewables sector. I should know about this, because, as the Prime Minister has said before, the north Norfolk coast is the capital of the Saudi of wind-powered generation. With that in mind, will my right hon. Friend act with extreme speed to get the regulatory and legal framework changed so that we can implement an offshore transmission network and stop the damaging cable corridors that connect piecemeal to our national grid?

The Prime Minister:

My hon. Friend is absolutely right. We have proceeded at such a pace that the cables come ashore in a way that is confused and very far from optimal. We need to ensure that we work with the regulator to develop a proper grid to bring the energy onshore in an organised way, and that work is under way.

It would be tempting to take from this response of the PM the message that our job is done - but there is no room for complacency if we are still to save Norfolk! The government has got the message that the so-called 'planning' of this national energy transition is a mess - and that the natives are restless - but the Round 3 developers are poised and determined....and we all know that government policy can turn on a sixpence.

5. SEP/DEP

Equinor, during its 6-month delay, has decided to stage another webinar, in order to update Parish Councils on the current status of its plans. Perhaps the final route of the cable corridor, or the site of their Main Construction Compound might be revealed? These things matter hugely to parishes.

We would actively encourage as many Parish and Town Councils as possible to register with Equinor an interest in attending. Even if you think your parish is not likely to be *directly* affected by this particular project, you might find it very instructive to listen to the way these developers describe their plans. You can dip in and out.

This webinar will take place on Wed. December 8th 5 - 6 pm and it's easy to register. Please see the email from Equinor, attached below.

.....

The next few weeks may well be crucial to our fate here in Norfolk.

We must do everything in our power to continue to encourage, even at this eleventh hour, an outbreak of sanity amongst government decision-makers.

Onwards!

With best wishes,

Alison (Shaw)

Convener of the Norfolk Parish Movement for an OTN
Oulton Parish Councillor

Oulton
Norfolk

19th November 2021

The Rt. Hon. Kwasi Kwarteng
Secretary of State
Dept. for Business, Energy and Industrial Strategy

Dear Mr. Kwarteng,

Re-determination of Norfolk Vanguard: submission on behalf of the Norfolk Parish Movement for an OTN

I am writing to you today in response to your letter of 11th October 2021 regarding the re-determination of Norfolk Vanguard, and your letter of 26th October 2021 regarding the extension of time for submissions.

I write on behalf of the **85 Norfolk Parish and Town Councils** listed below, who are members of the Norfolk Parish Movement for an Offshore Transmission Network (OTN). This movement continues to experience an unprecedented surge in membership in recent months, as further information about the in-combination onshore impacts of **all 5 offshore wind farm projects affecting Norfolk** has become apparent. These communities are drawn from the length and breadth of Norfolk, and are not just clustered around the cable routes. There is an increasing understanding that this disruption will be severely damaging to the whole of Norfolk in many ways - and that it is unnecessary.

This submission is on behalf of the whole group, but individual Town and Parish Councils may also wish to make separate representations.

The Judicial Review awarded against Vattenfall in respect of Norfolk Vanguard

The DCO for Norfolk Vanguard was quashed in the High Court in February 2021 on the grounds of a failure properly to consider the cumulative impacts of Norfolk Vanguard, taken together with its sister project Norfolk Boreas. In addition, the judgement handed down by Mr. Justice Holgate emphasised the distortion of a fair, lawful and transparent conduct of the NSIP planning process that had occurred in this case, in the following terms:

“135: The Defendant has decided that the cumulative impacts at Necton should be assessed solely in the Boreas examination and decision and not also in the Vanguard process, despite (1) the availability of information to enable him to make an evaluation of those impacts and (2) the Court of Appeal's judgment in *Larkfleet*. The Defendant's approach has had the effect, absent consideration of those cumulative effects, of making it easier to obtain consent for Vanguard, and providing a "foot in the door" making it easier to obtain consent for Boreas. Although there is no evidence that NVL sought those outcomes, the Vanguard DCO decision has had a "precedent effect" for decision-making in relation to Boreas upon which, understandably, NVL has relied heavily in the Boreas examination. In view of the familiar *North Wiltshire* line of authority on consistency in

decision-making, these were highly likely, if not inevitable, consequences of the Defendant's decision to approve the DCO for Vanguard. These were obviously material considerations which went directly to the rationality of the decision.”

Justice Holgate concluded his judgement with the following statement:

“180: Paragraph 11c of NVL's submissions relies upon "the importance in the public interest of determining applications for nationally significant infrastructure projects such as this without undue delay" as a factor influencing the timing of the Defendant's decision. That does indeed reflect one of the purposes of the PA 2008 and the procedural timetables it contains (see also the case law cited in [9] above). But that consideration does not override the need for compliance with EIA legislation and with principles of public law and procedural fairness. It is most unfortunate that there has been a failure to grapple with an important issue in the Vanguard decision (and before the Boreas decision) and that this has resulted in delay to the determination of an important application. But that only serves to underscore the need for care now to be taken to avoid future procedural steps in relation to either project being impugned.”

In our letter to you dated 18th May 2021, we laid out the reasons why it would only be possible to rectify this failure by considering the two projects as one:

“...the absence of consideration of these cumulative effects has *severely distorted* the examinations and the decision-making processes of both Norfolk Vanguard and Norfolk Boreas, such that both examinations now need to be rewound to the beginning and re-examined, in the interests of transparency and procedural fairness.

Mr Justice Holgate himself stated (para 174):

“It is not too difficult to think of a fundamental error affecting the application process from the outset, which would therefore require the matter to be rewound to the beginning, notwithstanding rule 20 of the 2010 Rules.”

The consideration, separately and sequentially, of Vattenfall's project as if it were two projects has been an act of artifice. This fact, when compounded by the unlawful failure to consider the cumulative impacts of the substations at Necton has had such far-reaching implications and repercussions for both the decision-making process of Vanguard, and the examination of Boreas, that it constitutes *just such a fundamental error*.

These projects should always have been submitted *together* for consideration by an ExA.”

We remain of the conviction that this is the only fair way to re-determine this application.

Possible re-determination of Norfolk Vanguard as a discrete project

If, however, Norfolk Vanguard is to be re-determined alone, then exceptionally careful consideration must be taken as to the in-combination impacts of the effects of this project, taken together with the effects of Norfolk Boreas.

There are many cumulative effects of these two sister projects *that remain to this day unresolved*, including onshore the punishing construction traffic impacts over many years on particular villages and routes, the unpredictable effects on the eroding cliffs

at the landfall site, and the massive intrusion into the rural landscape of the enormous converter halls and associated infrastructure at Necton.

Regarding the latter – the nub of the point of law at issue in the Judicial Review – there has been no perceptible movement from the Applicant in terms of a material improvement to the mitigation measures being proposed.

Although during this re-determination period there has been some response to the several requests that have been made by the Secretary of State to the Applicant, and to others, for further information about *offshore* ornithology and coastal nesting sites, requests for further information about the cumulative impacts *onshore* at Necton have produced little progress. So far as we are aware, Vattenfall have not revealed for scrutiny any material changes to the substation plans for Necton.

There is no apparent movement on the possible mitigation of those effects, even in terms of a response to the suggestions of Necton Parish Council, for instance: lowering the ground level of the substations, using the spoil for a bund around the site, and planting trees along the bund.

It is entirely unsatisfactory that, during this attempt to re-determine Norfolk Vanguard as a discrete project, issues of offshore ornithology (not pertinent to the Judicial Review) have been opened up for re-examination, whereas the **many outstanding onshore issues** referred to above – including the very issues at Necton which resulted in the quashing of the original consent – have hardly been touched upon at all.

It would be difficult to say, therefore, that this re-determination process has been conducted in accordance with the normal practices of “public law and procedural fairness”, as referred to by Mr. Justice Holgate.

National Grid and the OTNR Early Opportunities Workstream

On 27th September 2021, National Grid ESO (NGESO) published an open letter in the course of its work on the OTN Review, in which it provided: “a list of projects in the East of England considered to potentially be in scope of the Early Opportunities workstream.”

Crucially, this letter lists several Round 3 projects, including both Norfolk Vanguard and Norfolk Boreas. Despite being hedged around by caveats, NGESO indicated no engineering reason for excluding these projects from early inclusion in the Holistic Network Design of an OTN.

If the UK is serious about the urgency of its transition to renewable energy – and if it is truly committed to “keeping 1.5 alive” – then it ought to embrace actively every step that will maximise the optimal use of the green energy produced by offshore wind. The rapid evolution of an OTN must be a key component of any long-term plan for offshore wind.

By comparison, connecting individual offshore wind farms to the UK grid via individual radial connections – which might have been considered a satisfactory

means of transmission under an Ofgem regime designed for a wind energy output of less than 10 GW – now looks like wasteful stone-age technology when 40GW and more of offshore wind power is planned over the coming years.

The Applicant for Norfolk Vanguard, in a self-serving nod to the OTNR, now frequently refers to itself as an “already co-ordinated” project, but this is disingenuous and entirely misleading. Their only basis for this claim is that *their own two projects* – Vanguard and Boreas – are co-locating landfall and substation sites and sharing a cable trench. The ‘coordination’ being envisaged in the OTNR is much more radical and fundamental than that, and involves different developers cooperating to join together at sea in a ring-main configuration, before coming ashore at brownfield sites close to centres of energy need.

The East Coast Pathfinder

In May 2021 Mulbarton Parish Council (MPC) submitted a paper to the government’s OTN Review entitled: “East Coast Pathfinder – Implementation”.

The introduction to this paper states:

“To meet the UK’s legally binding emissions targets, it is now necessary to speed up the delivery of offshore wind energy. Much of this will necessarily come from the Round 2 and Round 3 projects off the east coast. Studies have shown that the East Coast Pathfinder is the optimum approach, and this paper sets out a proposed scheme for its implementation.”

It goes on to state:

“Integrated offshore transmission has been studied for more than ten years. The IOTP (East) report of 2015 demonstrated that, for east coast capacity levels of more than 10GW, there are no cases where non-integrated designs show an economic advantage. Equally important, integrated designs can offer higher energy transfers to centres of demand with smaller onshore infrastructure requirements and possibly shorter construction timescales.

...To meet climate change goals it is not enough to construct large wind farms out at sea; it is also necessary to ensure that renewable energy reaches the main centres of demand as early as possible, and without unnecessary curtailment due to network constraints. The East Coast Pathfinder project aims to eliminate local out-of-region transmission constraints whilst reducing costs and minimising onshore environmental impacts. This helps to ensure the most rapid progress towards the UK’s legally binding climate change mitigation targets.”

Mulbarton’s paper illustrates clearly how the Round 3 projects – including Norfolk Vanguard – can and should be included as pathfinder projects in the OTN, thus maximising the efficient use of the energy produced and obviating the need for expensive and wasteful curtailment of output.

The OTN Review is still actively working on its Holistic Network Design for a more efficient, coordinated way of bringing this electricity into the onshore grid. The Central Design Group has confirmed that it will deliver this new plan in January

2022. It would be a serious mistake therefore to pre-empt the inclusion of Norfolk Vanguard in this plan, by determining this application now, in its present in-isolation form.

The issue is not with generation, but with onshore grid connection

Norfolk has already embraced the energy transition by accepting the Dudgeon and Sheringham Shoal offshore wind farms. These are just off the beautiful North Norfolk coast, with its many nature reserves, and the power produced therefrom already enters the grid either at the village of Necton, or via the substation at Salle, and then on to the village of Swardeston, near Norwich. The problem arises with the addition of Vattenfall's Norfolk Vanguard and Norfolk Boreas projects, and Orsted's Hornsea Three. These would bring ashore approximately *ten times* as much wind energy, with ten times as much onshore infrastructure – green energy that is desperately needed in London and simply cannot be used here in Norfolk.

The 85 town and parish councils are not objecting to new offshore wind farm installations 30 miles off the coast of Norfolk or, in the case of Hornsea Three, 40 miles off the coast of Yorkshire.

The difficulty arises with the additional landing points these projects would bring to the Norfolk coast at Weybourne and Happisburgh, the hundreds of miles of criss-crossing cable trenches, the endless years of heavy goods vehicle traffic along country lanes often not wide enough for the school bus to pass a bicycle, let alone two big lorries carrying aggregate to pass each other at regular intervals throughout the day, and a totally unnecessary legacy of more than 1,000 acres of drain-damaged farmland, and two industrial developments on a massive scale – each one taking up more land than Wembley Stadium – at rural Norfolk villages such as Necton and Swardeston, together with proposals for a new pylon route down to London, which would also pass through areas of outstanding natural beauty in Suffolk.

An offshore transmission network is the solution to this problem.

The time has come for National Grid, the offshore wind companies, Ofgem the industry regulator, and the Secretary of State, to embrace the energy transition as Norfolk has already done, and find brownfield sites near to London, such as the disused power station sites at Bradwell in Essex or the Isle of Grain in Kent, with existing grid connections that can deliver this energy to where it is needed and help to reduce emissions.

This is why Norfolk's town and parish councils, through their MPs, called for the government's urgent Offshore Transmission Network Review to be set up more than a year ago, in July 2020.

The Norfolk Vanguard Judicial Review would not have been heard in court unless there was a real possibility of a different outcome. National Grid has already made clear in an open letter in September this year that it is ready to consider proposals for changes to these projects. To return to the planning system with essentially the same proposal flies in the face of both the Offshore Transmission Network Review

and the Judicial Review, inflicts unnecessary damage on Norfolk coastal wildlife, and unfairly penalises rural Norfolk communities *to no good purpose*.

We urge the Secretary of State to think again.

Norfolk Vanguard and Norfolk Boreas must not be considered each in isolation

It is now widely appreciated that Norfolk Vanguard [East and West] and Norfolk Boreas, are in essence one large project, proposing to share a common grid connection point, and which would be constructed in several phases.

The Applicant's position is however made clear in, for example, the Scoping Report for Norfolk Boreas (EN010087 page 42 para 154):

'Scenario 1: Norfolk Vanguard consents and constructs transmission infrastructure which would be used by Norfolk Boreas. This includes cable ducts, access routes to jointing pit locations, extension of the Necton National Grid substation, overhead line modification at the Necton National Grid substation and any landscaping and planting schemes around co-located infrastructure.

Scenario 2: Norfolk Vanguard is not constructed and therefore Norfolk Boreas consents and constructs all required project infrastructure including cable ducts, extension to the Necton National Grid Substation, overhead line modification and any landscape and planting schemes.'

The Secretary of State's approach of dealing with Norfolk Boreas prior to and independently of Norfolk Vanguard is contrary to the substance of the applications for both Norfolk Vanguard and Norfolk Boreas, and does not respect the High Court decision.

In light of the above, the Norfolk Parish Movement for an OTN urges the Secretary of State to **refuse development consent to the Norfolk Boreas project** in its current form, and also to **refuse consent now for Norfolk Vanguard in its current form**.

Alternatively, the Secretary of State could:

a) **Make a split decision, for Norfolk Boreas and also for Norfolk Vanguard** - as recommended by so many Interested Parties in the recent Suffolk application for EA1N/EA2. This would mean consenting (perhaps) the offshore works, but deferring a decision at this time on the onshore grid connection; or

b) **Defer the whole decision, for Norfolk Boreas and also for Norfolk Vanguard**, given that the work of the OTNR is still at a critical stage, and is of direct relevance to both projects.

HM Government now needs to incentivise the Round 3 projects, by any means possible, to join the evolution of the OTN from the outset. It should also curtail the current system of constraint payments for projects with point-to-point connections, a system which is actively encouraging the current inertia.

Thank you for your consideration of this issue that is so vital not only to the people and the environment of Norfolk, but also to the greater efficiency of the UK's genuine contribution to global carbon reduction.

Yours sincerely,

Alison Shaw

Oulton Parish Councillor
Convener of the Norfolk Parish Movement for an OTN

For and on behalf of the 85 Norfolk Town and Parish Councils listed below:

Oulton PC

Edgefield PC

Corpusty and Saxthorpe PC

Wood Dalling PC

Cawston PC

Salle PC

Heydon Parish Meeting

Kelling PC

High Kelling PC

Weston Longville PC

Barford with Wrampingham PC

Mulbarton PC

Swardeston PC

Happisburgh PC

Ingworth PC

Bradenham PC

Holme Hale PC

Necton PC

Weybourne PC

Blickling PC

Aylsham Town Council

Fransham PC

Swannington, with Alderford & Lt. Witchingham PC

Garvestone, Reymerston and Thuxton PC

Great Melton PC

Brandiston Parish Meeting

Plumstead PC

Brampton with Oxnead PC

Beeston Regis PC

Morston PC

Booton Parish Meeting

Ashill PC

Rougham PC

North Runcton PC

Hardingham PC

Gressenhall PC

Shotesham PC

Hempstead PC

Brisley PC

Tacolneston PC

Gresham PC

Billingford PC

Sprowston Town Council

Ludham PC

Hoveton PC

Bawdeswell PC

Flitcham PC
Taverham PC
Hevingham PC
Binham PC
Caston PC
Upwell PC
Stanfield PC
Hindolveston PC
Burnham Overy PC
Burnham Market PC
Wicklewood PC
Castle Acre PC
Crimplesham PC
Shouldham PC
Roydon PC
Hethersett PC
Baconsthorpe PC
Hindringham PC
Wiggenhall St. Germans PC
Thursford PC
Briningham PC
Little Snoring PC
Stockton Parish Meeting
Honingham PC
Narborough PC
Reepham Town Council
Halvergate PC

Burnham Thorpe PC

Field Dalling and Saxlingham PC

Smallburgh PC

Haveringland Parish Meeting

Shelton with Hardwick PC

Whissonsett PC

Cley PC

Ringland PC

East Ruston PC

Gunthorpe with Bale PC

Bradwell PC

Barnham Broom PC

-and the Independent Group of 15 councillors on West Norfolk & King's Lynn Borough Council

Thursday 25 November

Dear Parish Councillors

Budget Consultation for 2022/23

Norfolk County Council is committed to making Norfolk a county where businesses, organisations and communities continue to thrive together. Over the past 20 months COVID-19 has presented us all with new and unprecedented challenges, and Norfolk County Council has taken a leading role in the ongoing local response, working in partnership with national government and local partners to meet community needs. Whilst the country moves into a process of recovery, challenges arising from COVID-19 continue, and responding to this effectively and helping individuals, communities, and businesses to recover is critical.

Normally, Norfolk County Council would publish budget proposals to be considered by its cabinet and scrutiny committee in October, before going out to public consultation. However, because of the uncertainties this year over local government funding, support for adult social care and other pressures the council felt it prudent to wait till the Chancellor provided a clearer picture before publishing the budget proposals.

At the core of the budget proposals is our **Better Together, For Norfolk** strategy. This builds on our previous plan and sharpens our focus for the next four years to support recovery and renewal. It outlines our ambitions for our county, its people, communities, and businesses and provides the platform to drive a whole-system approach, underpinned by a corporate delivery plan.

Despite the challenges facing us all throughout 2020 and 2021, we have continued to provide the services which give children and young people the best start in life, support vulnerable and older people, maintain and develop our highways and transport network, provide library, waste disposal and fire services and work in partnership to grow the economy.

We are delivering all these services in a financial climate of risk and uncertainty, from both service user and provider perspectives. Some of the main challenges we faced before COVID-19 are still present or have been exacerbated, including population changes, social, economic and health inequalities, rising demand for services and support, workforce challenges in key sectors such as the care market, government policy changes, funding reductions and the impact of continued financial constraints. The Council must now plan for the multiple impacts of rising budget pressures, uncertainty over Government funding, and the financial challenges associated with the recovery following COVID-19.

As we work to rebuild and revitalise the County many of the additional costs, lost income and undeliverable savings in the current year will have a significant impact on our 2022-23 finances. It remains critical to develop balanced, sustainable budget proposals which will enable the Council to continue to deliver the essential services which are relied on by all Norfolk's people, businesses, and visitors.

We now want to hear your views on our council tax and budget approach to help our elected councillors make the right, even if tough, decisions in agreeing a balanced budget for 2022-2023.

I wanted to alert you to the webpage where we published our budget consultation on Thursday 25 November. You can find out more at www.norfolk.gov.uk/budget and have your say using our online feedback form. Using our online feedback ensures we have a clear record of your response and that your views are accurately recorded.

We appreciate that some residents may not have online access and people who are unable to respond online can send us their views in writing to:

Freepost Plus RTCL-XSTT-JZSK Norfolk County Council, Ground floor -
South Wing, County Hall, Martineau Lane, Norwich NR1 2DH.

Residents can request our budget consultation document in other formats, including paper form, by calling 0344 800 8020 or emailing haveyoursay@norfolk.gov.uk. We will make all materials as accessible as possible.

Our consultation closes at midnight on Thursday 30 December 2021. Please note that if we receive any consultation responses after this date we cannot guarantee that we will be able to take them into account.

I hope this update is helpful to you in giving your organisation the time to plan how to make your views known and to schedule any agenda items or special meetings that you may need to put in place.

If you have any questions about the process for consultation, please do not hesitate to get in touch with Christine Mawson, Stakeholder and Consultation Manager, email: christine.mawson@norfolk.gov.uk or telephone 01603 224485.

Yours sincerely



Tom McCabe
Head of Paid Service

Guy Ranaweera

From: Gill, Graham <Graham.Gill@norfolk.police.uk>
Sent: 09 November 2021 16:00
To: Guy Ranaweera
Cc: Cllr Judy Leggett
Subject: FW: Falcon Road East

Good afternoon Guy, with reference to parking issues along Falcon Road East, near to the school and around the corner next to the wooded area. I have received concerns from local residents about vehicles parking on this bend, which they are perfectly entitled to do so. Unfortunately, at busy times when vehicles are parked all the way up the hill, it is very difficult for drivers to see oncoming vehicles. This means that vehicles travelling up the hill have to mount the pavement in order for the vehicles to pass each other, which is a concern especially when the children are leaving of school. I have seen this many times myself whilst patrolling the area. I have made some enquiries for assistance with this issue and I have had the below reply. Is this something that the Town Council would like to pursue.
Regards

Graham Gill
Pc 1578
Beat Manager Old Catton and Sprowston
Sprowston Police Station
Norfolk Constabulary
105 - 109 Wroxham Road
Norwich
Norfolk NR7 8TU
Tel: 01603 276727

From: Fonseca, Julian <julian.fonseka@norfolk.gov.uk>
Sent: 09 November 2021 15:47
To: Gill, Graham <Graham.Gill@norfolk.police.uk>; Traffic Management Officer (Norfolk) <TMONorfolk@norfolk.pnn.police.uk>
Cc: Allen, Kevin <kevin.allen@norfolk.gov.uk>; Young, Timothy <timothy.young@norfolk.gov.uk>; WAKEHAM, Matthew <Matthew.WAKEHAM@norfolk.pnn.police.uk>; Guy Ranaweera <GuyRanaweera@sprowston-tc.gov.uk>
Subject: RE: Falcon Road East

Hi Graham

I've discussed this with colleagues internally and any request for extension of double yellow lines would need to be made via the Town Council or Local Member. Our Area Highway Engineer is aware and an application for a study could be made using a newly available pot of money for community road safety concerns. Any application here would be in at least the third tranche of applications and so likely some years off.

A formal request for consideration made by either the Town Council or Local Member would be the start point.

Hopefully this is useful.

Cheers

Julian Fonseka BSc (Hons) CITS EngTech MCIHT MSoRSA, Engineer
Network Safety & Sustainability
Community & Environmental Services
Tel: 01603 223610
Floor 2 - Bay 33



From: Gill, Graham <Graham.Gill@norfolk.police.uk>
Sent: 06 November 2021 12:54
To: Fonseka, Julian <julian.fonseka@norfolk.gov.uk>; Traffic Management Officer (Norfolk) <TMONorfolk@norfolk.pnn.police.uk>
Cc: Allen, Kevin <kevin.allen@norfolk.gov.uk>; Young, Timothy <timothy.young@norfolk.gov.uk>; WAKEHAM, Matthew <Matthew.WAKEHAM@norfolk.pnn.police.uk>; Guy Ranaweera <GuyRanaweera@sprowston-tc.gov.uk>
Subject: RE: Falcon Road East

WARNING: External email, think before you click!

Thank you for your reply, as stated at the vehicles are parked legally, the issue is that they are able to park there and especially at school leaving off and start times the road gets very busy with parked cars. This is on a small hill and the road veers right as you look up the hill. When driving, it is very hard to see vehicles coming from the other direction and when the vehicles meet, they have no option but to mount the kerb in order to pass each other. I appreciate that there has been no recorded accidents, however, it is a concern of the local community and there has been several near misses. The school already put out E mails/newsletters etc to encourage people not to illegally park and I, as the local officer do patrol the area as and when I can. What would be useful would be either a yellow line or other measure to be placed on part of the bend to create a break in the parked traffic, so that oncoming traffic have somewhere to pull in, in order to pass each other. I am more than happy for a site visit to discuss at one of these busy times if required.
Regards

Graham Gill
Pc 1578
Beat Manager Old Catton and Sprowston
Sprowston Police Station
Norfolk Constabulary
105 - 109 Wroxham Road
Norwich
Norfolk NR7 8TU
Tel: 01603 276727

From: Fonseka, Julian <julian.fonseka@norfolk.gov.uk>
Sent: 04 November 2021 09:36
To: Traffic Management Officer (Norfolk) <TMONorfolk@norfolk.pnn.police.uk>; Gill, Graham <Graham.Gill@norfolk.police.uk>
Cc: Allen, Kevin <kevin.allen@norfolk.gov.uk>; Young, Timothy <timothy.young@norfolk.gov.uk>
Subject: RE: Falcon Road East

Hi both

I've discussed the below query and, given there are no formal parking restrictions in place to the southeast of the schools, there's little that we can do as Highway Authority. It's unclear whether we're talking about this bend <https://goo.gl/maps/mFHPpnH2fkCBm3Mq7> or this one <https://goo.gl/maps/pji5qDbnnn8mTBJQA> but in either case, there appears to be reasonable intervisibility around the bends and, in the first case at least, room for two vehicles to pass one another when taking due care.

The school didn't apply under our School Street initiative so it's unclear how active they are in managing parent's parking behaviour. I've checked our collision data record and have no collisions recorded between Falcon Junior School and Salhouse Road in ten years. The safety record is therefore good.

In the absence of parking restriction, but the presence of concerns around school times, the only thing we would suggest would be some polite conversations with parents that are parking inappropriately and the issuance of a Traffic Offence Report if considered appropriate.

Extension of parking restrictions further away from the schools on Falcon Road East would need to be carefully considered to avoid pushing parking into less suitable locations – thinking in particular of the residential areas accessed via Blithewood Gardens and Linacre Avenue.

Let me know if you'd like to discuss further.

Cheers

Julian Fonseka BSc (Hons) CITS EngTech MCIHT MSoRSA, Engineer

Network Safety & Sustainability

Community & Environmental Services

Tel: 01603 223610

Floor 2 - Bay 33



Norfolk County Council



From: Traffic Management Officer (Norfolk) <TMONorfolk@norfolk.pnn.police.uk>

Sent: 02 November 2021 11:41

To: Gill, Graham <Graham.Gill@norfolk.police.uk>

Cc: Fonseka, Julian <julian.fonseka@norfolk.gov.uk>; Allen, Kevin <kevin.allen@norfolk.gov.uk>

Subject: FW: Falcon Road East

WARNING: External email, think before you click!.

Graham,

This would be an issue for NCC Highways,

I have cc'd in my NCC colleagues Kevin and Julian for advice.

Kind regards,

Jack.

Mr. Jack Askew,
Force Traffic Management Officer,
Norfolk Constabulary,
Roads and Armed Policing Team,
Room 2.1.3,
Police OCC,

Falconers Chase,
WYMONDHAM,
Norfolk.
NR18 0WW
Tel: 01953 424825
Mob: 07917 068 925



From: Gill, Graham <Graham.Gill@norfolk.police.uk>
Sent: 02 November 2021 11:37
To: Askew, Stephen (Jack) <Stephen.Askew@norfolk.police.uk>
Subject: Falcon Road East

Good morning, there is an issue with cars parking on a bend on Falcon Road East, just prior to the school. There is nothing to stop people legally parking on the bend however oncoming vehicles cannot see each other until they are committed. This causes one of the vehicles to mount the path and drive on the pavement in order for each other to pass. This is especially a problem when the schools arrive and turn out and at times children have had near misses with the vehicles mounting the pavement.

Can you point me in the right direction to try and solve this issue please. I hope I have explained it properly, I did try and call you.

Regards

Graham Gill
Pc 1578
Beat Manager Old Catton and Sprowston
Sprowston Police Station
Norfolk Constabulary
105 - 109 Wroxham Road
Norwich
Norfolk NR7 8TU
Tel: 01603 276727

This e-mail carries a disclaimer

Go here to view [Norfolk Constabulary Disclaimer](#)

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‘Viking Centre’ Car Park - Pedestrian Route North East Along Tills Road

1. Consider Public Right of Way Across Car Park

There is no paved footway on the road outside the ‘Viking Centre’ (see map #1 for details). Pedestrians wishing to walk up Tills Road in a North Easterly direction have two choices: walk on the grass verge (hatched blue); or cut through the ‘Viking Centre’s’ car park (route shown by green arrows).

Currently no public right of way exists across the property’s car park. If one were to be created it could prevent STC from fencing the car park and locking it when the building is closed.

For reasons of security, avoidance of anti-social behaviour, and prevention of nuisance parking; locking the car park after closing time is recommended (as is done at the Sprowston Diamond Centre).

Additionally, from a safety perspective, a busy car park does not provide an ideal pedestrian route.

It may therefore be desirable to prevent a public right of way being created over the car park. This could be achieved through deposit of a ‘Highways Statement’ under section 31(6) of the Highways Act 1980, followed by lodging a ‘Highways Declaration’, also under section 31(6) of the Highways Act 1980.

Depositing a Highways Statement and lodging a Highways Declaration would not compel STC to prevent pedestrian access across the car park but would prevent creation of a public right of way that could deprive STC of the option to securely close the car park if and when desired. The cost for submitting a deposit or lodging a statement is £100 each.

Before any action is taken to lock the car park or otherwise close it to pedestrians, STC may wish to ensure an alternative foot route is provided (see 2 below).

2. Lack of a Paved Footway Along Tills Road (North East)

As can be seen from map #1, there is no alternative paved pedestrian route around the plot of land on which the ‘Viking Centre’ sits.

If/when the car park is fenced and locked, pedestrians wishing to walk up Tills Road in a North Easterly direction will only have one route available to them: to walk on the grass verge.

Bidwells has suggested making the following proposal to Norfolk County Council (NCC):

If NCC are willing to gift ownership of the verge to Sprowston TC (for example, so that the car park maybe extended), STC will install at its own cost an adoptable footway, to mirror the one on the south side of Tills Road (or to whatever reasonable specification may be required).

The NCC area highway engineer has been contacted to confirm NCC's ownership of the verge and to gauge their initial (non-binding) thoughts on the proposal.

Sprowston Town Council Decisions required:

1. Consider Public Right of Way Across Car Park

Recommendation:

1a To deposit a Highways Statement and lodge a Highways Declaration, both under section 31(6) of the Highways Act 1980, to prevent creation of a public right of way across the 'Viking Centre' car park.

2. Lack of a Paved Footway Along Tills Road (North East)

Options:

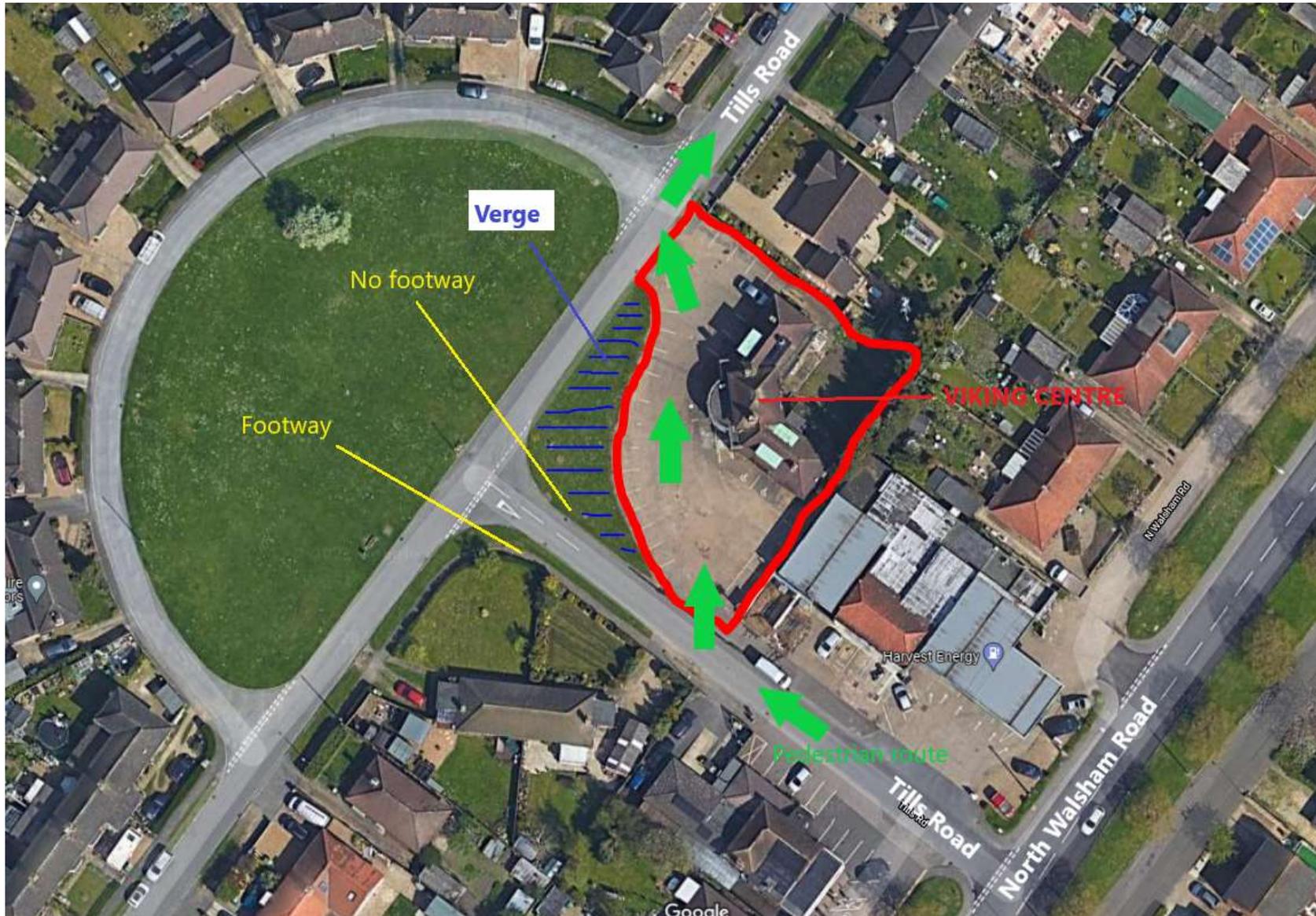
2a To pursue with Norfolk County Council the possibility of taking ownership of the area of grass verge outside the 'Viking Centre' and installing upon it an adoptable footway at STC's cost as an alternative pedestrian route to the 'Viking Centre' car park.

or

2b To request Norfolk County Council instal an adoptable footway on Tills Road to provide an alternative pedestrian route to the 'Viking Centre' car park.

G. Ranaweera
Town Clerk

Map #1. 'Viking Centre' location plan with indication of formal footways and pedestrian routes.



5th December 2021

Report from Councillor John Ward

Broadland District Council

BDC is proposing to increase its fixed penalties for littering, graffiti and flyposting to £100 and flytipping to £300. These charges can be applied across highways and all public land (including that owned by Parish & Town Councils). If miscreants can be identified by CCTV then BDC will impose the penalties.

In the past week, planning applications have been received for 105 dwellings at Langley North, Yarmouth Road, Thorpe St. Andrew and for 175 dwellings at Langley South, Yarmouth Road, Thorpe St. Andrew.

Norfolk County Council

There is a public survey, deadline 19.12.21 regarding improving Sprowston Road (City section). Details at www.norfolk.gov.uk/sprowstonroad

Residents can have their say on NCC's Budget Proposals which will result in a 2.99% rise in Council Tax plus savings of £31m over the next two years. To have your say, go to www.norfolk.gov.uk/budget

To report a flood, or if you notice any blocked or broken drains on the highway, or blocked watercourses, go to www.norfolk.gov.uk/flooding

The new £1.9m Recycling Centre at Harford Park & Ride is now open. This is the sister site to the one on Broadland Northway off the A140 roundabout.

NCC's Police & Crime Panel unanimously supported Police & Crime Commissioner Giles Orpen-Smellie's recommendation of Paul Sanford as Chief Constable of Norfolk.

'Jack' & 'Frank', two young Suffolk Punches have been purchased for Gressenhall Farm by the Group of Friends. After about a year of training they will be ready for their public duties.

COUNCIL MEETING – 15 December 2021

Report of the Town Clerk

COMMUNITY BUILDINGS, ALLOTMENTS, PARKS AND OPEN SPACES

1.1 Sprowston Diamond Centre – COVID update

In response to the emergence of the Omicron variant of concern, all users of the Sprowston Diamond Centre are now required to wear a face covering whilst in communal areas of the building. Prior to this, since the lifting of COVID restrictions in July 2021, wearing of face masks within the Centre has been optional.

CEMETERY

2.1 No matters to report

STREET LIGHTING

3.1 No matters to report

CENTRAL ADMINISTRATION AND PERSONNEL

4.1 No matters to report.

PLANNING AND TRANSPORTATION

5.1 Update on electric vehicle charging points, funded through the Town Mayor's Norfolk County Council Highways Member's fund Norfolk County Council (NCC) have conducted initial site surveys of Sprowston Diamond Centre and the recreation ground.

The Diamond Centre has a 3 phase 120 Amp supply that will comfortably support two of the highest capacity fast chargers. There are also plenty of parking spaces which could be safely and conveniently converted into charging bays. Council would own the charging units and so could set the cost per kw billed to the users. This opens up the potential to make a small profit, or at least mitigate the cost of repairs and future replacement of the units. A similar model could be adopted at the Viking Centre and I shall ensure the electricity supply will be upgraded to support high-capacity electric vehicle charging.

The recreation ground was less straightforward and required a more thorough investigation of the electricity supply at the site. The supply was found to be quite low powered; sufficient to support only one slow charging point. In addition, the location of the mains supply (being within part of the toilet block) means placing a charging point anywhere other than directly outside the recreation ground toilets would require considerable ground works and associated costs.

NCC have commissioned Anglia Car Charging and Westcotec to provide quotations for the installation works at the Sprowston Diamond Centre and the recreation ground.

A report from NCC is awaited. In the meanwhile, I shall investigate upgrading the recreation ground's electricity supply.

5.2 Highway Inspection Parish Visit week commencing 24/01/2021

Norfolk County Council Streetscene Inspectors are due to visit Sprowston from week commencing 24/01/2021.

Inspectors' key concern is maintaining the essential elements with regard to the safety of the highway network. Should Councillors become aware of any of the following, please advise the Town Council office so that we may inform the inspectors in time for their visit:

- **Potholes** – an accurate location and dimensions (including depth) really helps to judge their priority.
- **Regular incidences of Standing water/ flooding** – location and area affected are important, in addition any knowledge of any features which may be blocked, does the ponding eventually clear over time, does this only occur during heavy rain. Recently heavy rain falls and wash from fields has caused issues over which we sometimes have no control. NCC can clear gulley pots and back ditches and grips within the highway boundary.
- **Mud on road** – this is a common occurrence in our rural community. If this repeatedly affects highway users ability to travel, is not signed in advance or is simply left following farming activity, the most useful information is contact details of the responsible party. Be assured that this information is completely confidential, NCC will not disclose any details of an enquiry.



Guy Ranaweera
Town Clerk

Sprowston Town Council
PLANNING APPLICATIONS – 15 December 2021

Broadland DC App. No	Location	Description	Type
20212075	Racecourse Plantation, Plumstead Road East, Thorpe St Andrew, NR7 9LW	Approval of matters reserved for layout, scale, appearance and landscaping following outline planning permission 20161896 for the erection of 239 new homes, and the approval of matters reserved for layout and landscaping of Note: to see all associated documents please go to: www.broadland.gov.uk/plans and input planning application number 20212075	Reserved Matters
20212140	Sprowston Lodge, The Coach House, Wroxham Road, Sprowston, NR13 6NB	Redevelopment of Coach House and outbuildings to form 5 dwellings	Full Planning
20212198	43 Hornbeam Close, Sprowston, NR7 8LN	Single storey side and rear extension	Householder



Community and Environmental
Services Department
Planning Services Floor 6
County Hall
Martineau Lane
Norwich
NR1 2SG

Guy Ranaweera
Clerk to Sprowston Town Council
Recreation Ground Road
Sprowston
NORWICH
NR7 8EW

NCC general enquiries: 0344 800
8020
Text relay no: 18001 0344 800 8020

Your Ref:
Date: 16 November 2021

My Ref: FUL/2020/0064
Tel No.: 01746 718799
Email: MaWP@norfolk.gov.uk

Dear Sir/Madam

Rackheath: Gamble Plant (Norfolk) Ltd, Salhouse Road, New Rackheath, Norwich : Retrospective Application for a change of use to a Sui Generis use for the storage of top-soil, sub-soil, recycled construction materials, brick rubble, old fencing, green waste and concrete, and construction and demolition waste processing/recycling, the siting of mobile processing plant, offices, associated infrastructure and the construction of amenity bunds and landscaping.: Gamble Plant (Norfolk) Ltd

The above application has been determined Consent Refused by the County Planning Authority in accordance with the Development Control Scheme. You can find a copy of the decision notice on our web page:

<http://eplanning.norfolk.gov.uk/PlanAppDisp.aspx?AppNo=FUL/2020/0064>

If you have any queries, please do not hesitate to contact the case officer, Andrew Sierakowski, on Norwich 01746 718799.

Yours faithfully

A handwritten signature in black ink, appearing to read "Nick Johnson".

Nick Johnson
Head of Planning

Guy Ranaweera

From: Julie Fox <Julie.Fox@southnorfolkandbroadland.gov.uk>
Sent: 22 November 2021 17:17
To: Guy Ranaweera
Cc: EElliot
Subject: RE: Tills Road,The Garage Site,NR6 7QZ - 20211882

Dear Guy,

The comments of the Town Council have been forwarded to me.

Please be advised that the planning application has been withdrawn by the applicant. They have not advised of the reason for withdrawing the application but have indicated that a new application is likely to be submitted in the future.

Regards,
Julie

Julie Fox
Senior Planning Officer

t 01603 430631 e julie.fox@southnorfolkandbroadland.gov.uk



From: planning (BDC) <Planning@southnorfolkandbroadland.gov.uk>
Sent: 22 November 2021 16:29
To: Julie Fox <Julie.Fox@southnorfolkandbroadland.gov.uk>
Subject: FW: Tills Road,The Garage Site,NR6 7QZ - 20211882

Business Support Officer (Technical)

t 01603 430509 e planning@southnorfolkandbroadland.gov.uk



Sprowston Town Council

Payments

Meeting Date: 15th December 2021

<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
23/11/2021	405061	Ben Burgess Cable - Husqvarna	27.62	5.52	33.14	144
30/10/2021	SI-26812	Bidwells Preparation of initial designs and presentation at Council mtg	3,200.00	640.00	3840.00	145
01/11/2021	100096	BSA Security & Fire CCTV annual maintenance Nov 21 - Nov 22	120.00	24.00	144.00	146
21/11/2021	6225	Cozens Electrical works at Viking Hub - make safe for use	590.00	118.00	708.00	147
21/11/2021	141302	E-Fire Reimbursed - Charged for too many D batteries	-22.89	-4.57	-27.46	
22/11/2021	79038	Ernest Doe New Belt for Husqvarna	78.40	15.68	94.08	
10/11/2021	78629	Fix grinding noise of Husqvarna	668.48	133.68	802.16	
			746.88	149.36	896.24	
18/11/2021	Expenses	Emily Ling Keys cut for Diamond Centre	8.75	1.75	10.50	148
29/10/2021	Fuel	Mileage 23.9 miles	8.97	1.79	10.76	
16/11/2021	Fuel	Mileage 59.7 miles	22.39	4.48	26.87	
			40.11	8.02	48.13	
05/11/2021	5274054	ESPO Tippex, extension lead, laminate pouches, cable ties, gloves	88.70	17.74	106.44	
27/11/2021	13813	Forethought Marketing Delivery of Sprowston Matters	296.87	59.37	356.24	

<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
31/10/2021	926881	Heritage Bin bags, Toilet Roll, Black Sacks, Deodorisers, Toilet Brush	217.11	43.42	260.53	150
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
05/12/2021	5926	HH Tankering Empty Septic Tank	107.00	21.40	128.40	
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
19/11/2021	957542	Huws Grays 20 x Slabs, sharp sand and cement	240.34	48.07	288.41	
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
12/11/2021	723134	Intouch Call and service charges	27.65	5.53	33.18	151
01/12/2021	723456	Relocate data to sage server	150.00	30.00	180.00	
01/12/2021	723517	Office Wifi December	50.00	10.00	60.00	
01/12/2021	723518	Diamond Centre Wifi December	150.00	30.00	180.00	
02/12/2021	724924	7 x hosted exchange	55.00	11.00	66.00	
			432.65	86.53	519.18	
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
17/11/2021	30985	K Lockwood & R Slater Ltd Print Sprowston Matters	555.00	-	555.00	152
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
29/11/2021	44203	Online Playgrounds Swing seat for park	112.17	22.43	134.60	
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
10/11/2021	1011	Richard Powell Design no 58 Sprowston Matters	60.00	-	60.00	153
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
03/12/2021	8071435063	Sharp Photocopies B/W & Colour	79.06	15.81	94.87	
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
16/11/2021	202102	Switched On AV Callout and supply of replacement sound mixer Diamond Centre	265.00	-	265.00	154
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>BACS</u>
24/11/2021	27172	Zafety Supplies First aid kits	71.40	14.26	85.66	155

Sprowston Town Council

Direct Debit Payments

Meeting

Date: 15th December 2021

<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>DIRECT</u>
The AF Group						
13/11/2021	662687	Vodafone bill - groundsman phones	2.46	0.49	2.95	
13/11/2021	662687	Haven Power - Cemetery power 01/09 - 30/09	16.03	0.80	16.83	
13/11/2021	662687	Haven Power - Sparhawk power 01/09 - 30/09	29.54	1.69	31.23	
			48.03	2.98	51.01	
Barclaycard						
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>DIRECT</u>
30/11/2021	14844361121	Barclaycard terminal fees	49.80	5.96	55.76	
British Gas						
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>DIRECT</u>
26/11/2021	975619981	Gas bill Diamond Centre 22/10/2021 - 20/11/2021	337.87	67.57	405.44	
Broadland						
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>DIRECT</u>
15/11/2021	100888826	Business Rates Cemetery	2,420.15	-	2420.15	
15/11/2021	100893746	Business Rates Parks	7,360.25	-	7360.25	
15/11/2021	115952849	Business Rates Diamond Centre	15,469.00	-	15469.00	
15/11/2021	115991913	Business Rates Office	7,110.75	-	7110.75	
			32,360.15	-	32,360.15	
Norse						
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>DIRECT</u>
30/11/2021	201939	Emptying Recycling bins	25.50	5.10	30.60	
Total Energies						
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Details</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>	<u>DIRECT</u>
13/11/2021	251717581	Diamond Centre Electric 01/10 - 31/10	456.49	91.30	547.79	
13/11/2021	251717592	Flood Lights 01/10 - 31/10	13.02	0.66	13.68	
13/11/2021	251717625	Street Lights 01/10 - 31/10	3,254.38	650.87	3905.25	
			3,723.89	742.83	4466.72	
Total Direct Debits			36,545.24	824.44	37,369.68	

Sprowston Town Council		Barclaycard Payments	Meeting	Date: 15th December 2021	
<u>Invoice Date</u>	<u>Invoice No.</u>	<u>Invoice Detail</u>	<u>Net</u>	<u>VAT</u>	<u>Amount</u>
04/11/2021	1277	B&Q Wood stain, Teak Oil and paint brush	90.83	18.17	109.00
07/11/2021	244165760	Amazon 2 Clocks for office	21.12	4.22	25.34
15/11/2021	394719	Amazon Audio extension cable	3.74	0.75	4.49
16/11/2021	12	We Transfer Data processing services	10.56	0.00	10.56
17/11/2021	4445	Progress Fuels Fuel for Machinery	94.36	18.87	113.23
18/11/2021	70764	Amazon Large calendar	2.49	0.50	2.99
19/11/2021	239865	Amazon Wall Calendar	3.32	0.67	3.99
21/11/2021	736364	Adobe PDF converter	12.64	0.00	12.64
26/11/2021	53941	Amazon 15 pack black armbands	11.66	2.33	13.99
26/11/2021	5616	Salt merchant Rock salt	176.00	35.20	211.20
26/11/2021	29297	Printed ribbon Black plain ribbons	8.33	1.67	10.00
26/11/2021	706326	PHS Environmental Skip for Viking	235.00	47.00	282.00
29/11/2021	706347	PHS Environmental Skip for Viking	235.00	47.00	282.00
30/11/2021	91642998	Vistaprint Christmas cards	27.74	5.55	33.29
30/11/2021	8744430034	Screwfix Drill bits, green roll, handles, disk, bracket, Angle Bracket	96.51	19.20	115.71
Total of Payments			1029.30	201.13	1230.43
Due by Direct Debit					