

Reference: 06/16/0295/F

Parish: Hemsby

Officer: Mr J Beck

Expiry Date: 09/06/16

Applicant: Mr C King

Proposal: Proposed erection of 5 no detached chalet bungalows

Site: 79 Common Road Kingsliver, Hemsby

REPORT

1. Background / History :-

- 1.1 The site is on the western extent of Hemsby comprising of a parcel of land currently used for agricultural purposes for the storage of equipment. The area of land is outside the village development limits, but is adjacent to the limits in the Great Yarmouth Borough Council Local Plan 2001.
- 1.2 The application site is for 5 detached chalet bungalows positioned linear and central to the site. The properties will continue the existing building line along Common Road. The land surrounding the site on the west and south appears to be agricultural under the ownership of the applicant. On the east adjoining the site is an existing property and an area of land made residential under planning application 06/11/0698/F. There are newer built bungalows across the road opposite.
- 1.3 An application was refused by delegated powers in 2015 for six dwellings due to layout and highway issues. There have been previous applications on the site as detailed below:

06/87/0881/O – Erection of one single storey residential dwelling – Approved with conditions.

06/93/0898/F – Removal of condition limiting occupancy to a person employed or last employed locally in agriculture or forestry - Approved with conditions.

06/04/1140/F – Loft Conversion, granny annexe and new double garage – Approved with conditions.

06/05/0322/F – Loft Conversion and granny annexe– Approved with conditions.

06/07/1140/F – Amendment to pp:- 06/05/0322/F – full gable to east elevation extension and small balcony to first floor study/bedroom. Refused

06/08/0338/F – Retention of (1) full gable wall to east elevation and (2) balcony to south elevation with screening to west side. – Approved with conditions.

06/08/0664/M – Proposed building for the storage of grain and machinery – Details not required.

06/09/0251/F – Installation of solar heating panel tubes – Approved with conditions.

06/11/0698/F – Retain change of use of agricultural land to domestic garden area (to include pond and portacabin). – Approved with conditions. Appeal allowed with conditions.

06/15/0772/F – Proposed erection of 4 no. detached and 2 no. semi-detached chalet bungalows – Refused.

2 Consultations :- All received consultation responses are available online or at the Town Hall during opening hours.

2.1 Parish Council – Object. Contrary to policy HOU10 and CS9.

2.2 Neighbours/Members of Public – There have been 3 neighbour objections, the main points are summarised below:

- The reduction of numbers to previous application is immaterial, unsuitable area to develop.
- Highway issues, narrow road and parking
- Two storey dwellings
- Poor layout and overdevelopment
- Errors in the Design and Access Statement
- Reduction in numbers not enough
- Housing not linked to rural activities

2.3 Highways – No objection.

Originally raised objections to the development on the basis of no sufficient off-site space, Common Road is too narrow and inadequate turning areas. However following a revised plan Highways withdraw their objection subject to conditions. They have stated that the inclusion of a passing area and the ability to turn means that the concerns have been alleviated.

- 2.4 Building Control – No comment.
- 2.5 Strategic Planning – No objection.
- 2.6 Norfolk Constabulary – Recommended security measures
- 2.7 Norfolk Fire Service – Stated that the proposal does not provide evidence that it conforms to relevant fire regulations
- 2.8 Health and Safety Executive – No objections, but recommended consulting the pipeline operator.
- 2.9 BPA – No objections, but highlight important requirements when developing within the vicinity of a major pipeline.
- 2.10 Environmental Health – No objection subject to contamination condition and restrictions on hours of work.
- 2.10 GYBS – No comments received.
- 2.11 Anglian Water – No comments received.

3 Local Policy :- Saved Great Yarmouth Borough-Wide Local Plan Policies (2001):

- 3.1 Paragraph 215 of the NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the Local Plan is to the policies in the NPPF the greater the weight that is given to the Local Plan policy. The Great Yarmouth Borough Wide Local Plan was adopted in 2001 and the most relevant policies were 'saved' in 2007. An assessment of policies was made during the adoption of the Core Strategy December 2015 and these policies remain saved following the assessment and adoption.
- 3.2 The Saved Policies listed have all been assessed as being in general conformity with the NPPF, and add further information to the policies in the

NPPF, while not contradicting it. These policies hold the greatest weight in the determining of planning applications.

3.3 POLICY HOU10

Permission for new dwellings in the countryside will only be given if required in connection with agriculture, forestry, organised recreation, or the expansion of existing institutions.

The council will need to be satisfied in relation to each of the following criteria:

- (i) the dwelling must be required for the purpose stated
- (ii) It will need to be demonstrated that it is essential in the interests of good agriculture or management that an employee should live on the holding or site rather than in a town or village nearby
- (iii) there is no appropriate alternative accommodation existing or with planning permission available either on the holding or site or in the near vicinity
- (iv) the need for the dwelling has received the unequivocal support of a suitably qualified independent appraiser
- (v) The holding or operation is reasonably likely to materialise and is capable of being sustained for a reasonable period of time. (in appropriate cases evidence may be required that the undertaking has a sound financial basis)
- (vi) the dwelling should normally be no larger than 120 square metres in size and sited in close proximity to existing groups of buildings on the holding or site
- (vii) a condition will be imposed on all dwellings permitted on the basis of a justified need to ensure that the occupation of the dwellings shall be limited to persons solely or mainly working or last employed in agriculture, forestry, organised recreation or an existing institution in the locality including any dependants of such a person residing with them, or a widow or widower or such a person
- (viii) where there are existing dwellings on the holding or site that are not subject to an occupancy condition and the independent appraiser has indicated that a

further dwelling is essential, an occupancy condition will be imposed on the existing dwelling on the holding or site

- (ix) applicants seeking the removal of any occupancy condition will be required to provide evidence that the dwelling has been actively and widely advertised for a period of not less than twelve months at a price which reflects the occupancy conditions*

In assessing the merits of agricultural or forestry related applications, the following additional safeguard may be applied:-

- (x) Where the need for a dwelling relates to a newly established or proposed agricultural enterprise, permission is likely to be granted initially only for temporary accommodation for two or three years in order to enable the applicant to fully establish the sustainability of and his commitment to the agricultural enterprise
- (xi) where the agricultural need for a new dwelling arises from an intensive type of agriculture on a small acreage of land, or where farm land and a farm dwelling (which formerly served the land) have recently been sold off separately from each other, a section 106 agreement will be sought to tie the new dwelling and the land on which the agricultural need arises to each other.

Note: - this would normally be at least 30% below the open market value of the property.

3.4 POLICY HOU17

In assessing proposals for development the borough council will have regard to the density of the surrounding area. Sub-division of plots will be resisted where it would be likely to lead to development out of character and scale with the surroundings.

(objective: to safeguard the character of existing settlements.)

4 Adopted Core Strategy

4.1 Policy CS2 – Achieving sustainable growth

a) Ensure that new residential development is distributed according to the following settlement hierarchy, with a greater proportion of development in the larger and more sustainable settlements:

Approximately 35% of new development will take place in the borough's Main Towns at Gorleston-on-Sea and Great Yarmouth

Approximately 30% of new development will take place in the borough's Key Service Centres at Bradwell and Caister-on-Sea

Approximately 30% of new development will take place in the Primary Villages of Belton, Hemsby, Hopton on Sea, Ormesby St Margaret, Martham and Winterton-on-Sea

Approximately 5% of new development will take place in the Secondary and Tertiary Villages named in the settlement hierarchy

In the countryside, development will be limited to conversions/replacement dwellings/buildings and schemes that help to meet rural needs

4.2 Policy CS3 – Addressing the borough's housing need.

f) Encourage all dwellings, including small dwellings, to be designed with accessibility in mind, providing flexible accommodation that is accessible to all and capable of adaptation to accommodate lifestyle changes, including the needs of the older generation and people with disabilities

g) Promote design-led housing developments with layouts and densities that appropriately reflect the characteristics of the site and surrounding areas and make efficient use of land, in accordance with Policy CS9 and Policy CS12

4.3 Policy CS9 – Encouraging well designed and distinctive places

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

c) Promote positive relationships between existing and proposed buildings, streets and well lit spaces, thus creating safe, attractive, functional places with active frontages that limit the opportunities for crime

d) Provide safe access and convenient routes for pedestrians, cyclists, public transport users and disabled people, maintaining high levels of permeability and legibility

e) Provide vehicular access and parking suitable for the use and location of the development, reflecting the Council's adopted parking standards

f) Seek to protect the amenity of existing and future residents, or people working in, or nearby, a proposed development, from factors such as noise, light and air pollution and ensure that new development does not unduly impact upon public safety

4.4 Policy CS16 Improving accessibility and transport

c) Ensuring that new development does not have an adverse impact on the safety and efficiency of the local road network for all users

5 National Policy:- National Planning Policy Framework (NPPF)

5.1 Paragraph 57. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

5.2 Paragraph 54. In rural areas, exercising the duty to cooperate with neighbouring authorities, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs.

5.3 Paragraph 55. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances such as:

- the essential need for a rural worker to live permanently at or near their place of work in the countryside; or
- where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or
- where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or the exceptional quality or innovative nature of the design of the dwelling.
- Such a design should:
be truly outstanding or innovative, helping to raise standards of design more generally in rural areas;

reflect the highest standards in architecture;
significantly enhance its immediate setting; and
be sensitive to the defining characteristics of the local area.

6 Interim Housing Land Supply Policy

- 6.1 The Interim Housing Land Supply Policy falls outside of the statutory procedures for Local Plan adoption it will not form part of Great Yarmouth Borough Council's Development Plan. The Interim Housing Land Supply Policy will however be used as a material consideration in the determination of planning applications.
- 6.2 The Interim Housing Land Supply Policy seeks to facilitate residential development outside but adjacent to development limits by setting out criterion to assess the suitability of exception sites. The criterion is based upon policies with the NPPF and the adopted Core Strategy.
- 6.3 It should be noted that the Interim Policy will only be used as a material consideration when the Council's Five Year Housing Land Supply utilises sites identified in the Strategic Housing Land Availability Assessment (SHLAA). The Council has 7.04 year housing land supply, including a 20% buffer (5 Year Housing Land Supply Position Statement September 2014). This 5 year land supply includes sites within the SHLAA as such the Interim Policy can be used as a material consideration in the determination of planning applications.
- 6.4 New Housing development may be deemed acceptable outside, but adjacent to existing Urban Areas of Village Development Limits providing the following criteria, where relevant to development, have been satisfactorily addressed: inter alia points a to n.

7 Appraisal

- 7.1 The site is on the western edge of Hemsby on Common Road. Following the junction with Mill Road/Common Road becomes wide enough for a single traffic road which leads to agricultural holdings. The site currently used for the storage of farm machinery and abuts the residential dwellings of Common Road to the East and a large barn structure to the west. Along the frontage facing the road is a line of foliage.
- 7.2 The surrounding area is largely residential to the north and east and agricultural to the west and south. The area to the east is largely defined by flat open land devoted to paddocks and agriculture. The residential areas contain a mix of property types, but are largely bungalows which run along the southern side of Common Road although there are examples of houses further down the road. 79 Common Road itself has a front dormer so is chalet bungalow. Newer bungalows

are positioned opposite the site. There are large houses on the corner where Mill Road and Common Road meet.

8 Assessment :-

- 8.1 The application is to build five new residential properties on a piece of land currently used for storage of agricultural machinery. The properties are chalet bungalows of similar size and shape with roof lights and dormer fronts. The layout is relatively uniform in terms of curtilage sizes, but there are two longer and narrower properties on the far western edge. There will be a single access into the site which will open into a large area of hardstanding.
- 8.2 The site is outside of the village development area and accordingly it is contrary to policy HOU10 which allows for residential dwellings in the countryside if they are linked to rural businesses and subject to a strict criteria. Accordingly the application is a departure from the Local Plan. As the site is directly adjacent the village development limits on the east and the development limit is the opposite side of the road to the north relevant weight should be attributed to both the National Planning Policy Framework and Policy CS2 of the Core Strategy as well as the Interim Housing Land Supply Policy. Strategic Planning has not objected to the principal of the development.
- 8.3 The site is adjoining the main residential body of Hemsby and is considered a sustainable location. The development would have access to the main services of Hemsby with the playing field a short walk away. In addition the proposed houses meets the need of policy CS2 which states that 30% of the required housing numbers shall be in primary villages such as Hemsby.
- 8.4 A previous application at this address was refused and one of the key reasons given was the concerns regarding the highway. After the junction with Mill Road Common Road becomes a single lane and it was deemed the additional houses onto this road could prove unsafe. Initially this application received a similar response from the highway department despite the loss of one of the units. However revisions to the plan have been made which includes a 10 metre passing area to overcome the narrow road. The front contains a large area of hardstanding with space in which cars to turn and to leave the access in forward gear. The addition of highway improvements should provide better pedestrian access and safety whilst a visibility splay has been provided. Consequently the Highway Department no longer objects subject to conditions ensuring the improvements are made and the access and turning areas are retained. Furthermore no gates shall be erected across the frontage. The highway access is considered sustainable and in accordance with policy CS16 and the Interim Housing Land Supply Policy.

- 8.5 In accordance with policy HOU17 of the Borough Wide Local Plan and the Interim Housing Land Supply Policy the development should be in character with the area. The areas character is mixed, but predominantly bungalows in the immediate vicinity and along with Southern side of Common Road. There are larger houses further eastwards along the south side of Common Road and closer to the site on the corner between Common Road and Mill Road. Most properties are bungalows as opposed to chalet bungalows although 79 Common Road does contain a front dormer. The development is for chalet bungalows and it is for the committee to consider whether they are in character with the surroundings or unsympathetic to the wider character. In addition the properties will continue the existing building lines.
- 8.6 The conservation officer was consulted on the application and provided a possible amended scheme in the form of a cul-de-sac to better reflect the rural nature of the area. The conservation departments proposed scheme initially resulted in a revised plan. However after further consultation the applicant wanted to return to the previous layout. A final revised plan was submitted by the applicant to be sympathetic to the area.
- 8.7 The proposed properties have a reasonable sized curtilage and their garden space is comparable to 81 Common Road which will be the closest property. The overall size of the plots are, in the most part, smaller than the surrounding sites, but not significantly so. The site will be relatively dense in the context of its surroundings, but this is partly exacerbated by the large area of hard surface to the front as the rear boundary will be in line with the rear of 81 Common Road.
- 8.8 The development is not considered to significantly and adversely affect the neighbouring properties. The only directly adjoining property is 81 Common Road. The proposed property is next to 81 Common Road (thus the closest to an existing residential unit) is of a height of 6 metres with a pitched roof and there is a gap proposed between the two properties meaning the impact is not considered significantly adverse. It should be noted that the final revision removed the hipped roofs which will increase the overall mass. 81 Common Road has not objected to the development. To ensure that the development does not adversely affect the neighbouring properties in the future a condition should be included which restricts windows into the roof the dwellings other than those shown and relevant obscure glazing.
- 8.9 Three members of public and the parish council have objected to the proposal. The main concerns have been listed above and the objections have been included. The Highways department is satisfied with the access following an amended plan. Whether the layout and density of the site is overdevelopment is a matter for the committee to decide. It has been noted that the development is contrary to policy HOU10 which has been raised by both the parish and

neighbours, but this must be considered against the adopted Core Strategy and the Interim Housing Land Supply Policy.

- 8.10 The development has not included full details of the materials for external walls and hard standing. This can be conditioned. Given the large amount of hard surface present the materials should be carefully considered. In addition the boundary treatments should also be carefully considered in order to break up the hard frontage. The revised drawing contains landscaping which could break up the hard surfaces and create a more rural feel. In addition it would help shield the development from view. Landscaping and boundary treatments together will break up a stark frontage. Currently there are a line of trees of different species to the front and some of these could be considered for retention as planting of new trees should be considered against the comments of the BPA. A revised plan showing the position of the trees shows they could be retained.
- 8.11 The land is not within a flood zone or an area of critical drainage, however a drainage condition should be included alongside a condition regarding slab levels to ensure the land drains adequately and the properties are not inappropriately raised. Anglian Water has not commented on the application.
- 8.12 The land is defined as Grade 2 agricultural and the application must be considered against the loss of agriculturally graded land. The land is also along a major pipeline. Both the BPA and HSE have not objected to the development. Although the BPA have stated a list of working practices when working close to a pipeline. A further point of consideration is that the Fire Service has stated it does not have enough information to say whether it conforms to their guidelines.

9 RECOMMENDATION :-

- 9.1 The recommendation is to **approve** the application subject to the following conditions:
- 9.2 Material and hard surfaces to be agreed.
- 9.3 Boundary treatments and landscaping to be agreed including any trees to be retained.
- 9.4 Appropriate permitted rights to be removed.
- 9.5 Drainage and slab levels to be agreed.
- 9.6 Contamination report required
- 9.7 Working times restricted.

9.8 Highway conditions

S

Elaine Helsdon

From: Shirley Weymouth [REDACTED]
Sent: 21 June 2016 20:59
To: 'Shirley Weymouth'; plan
Cc: Jason Beck
Subject: RE: 06/16/0295/F

Also if permission given screening to the front boundary due to the open landscape across to the bloodhills.

Kind Regards,
Shirley Weymouth.

** Please note my new email address: [REDACTED]

From: Shirley Weymouth [REDACTED]
Sent: 21 June 2016 20:57
To: 'plan@great-yarmouth.gov.uk'
Cc: 'Jason Beck'
Subject: 06/16/0295/F

PCllrs feels the PA is contrary to HOU10 and CS9

Kind Regards,
Shirley Weymouth.

** Please note my new email address: [REDACTED]

Internet Consultees

Application Reference **06/16/0295/F**

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name **Darren Kemp**

Address **68 Common Road**

Post Code **NR29 4NA**

Telephone

Email Address

For or Against **OBJ** **Object**

Speak at Committee

The revised application has not really addressed previous reasons for refusal.

The Highway issue, with regard to the narrow road to the front of this site is still the same.

There should be no reason for 2 storey dwellings where predominately this area is bungalows.

The application does seem, again, a little "contrived" and still shows overdevelopment.

Date Entered **13-06-2016**

Internet Reference **OWPC820**

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Darren Kemp

Address 68 Common Road

Post Code NR29 4NA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

The "Design and Access Statement"

Page 6 refers to "this area of land is dominated on two sides by houses, on the third side there are houses and the side adjacent the road is screened by mature planting which provides a strong barrier". In fact, this site is NOT dominated by houses. It actually has a bungalow, not a 2 storey house, adjacent to its East boundary. It's West boundary overlooks the applicants metal barn. The South boundary overlooks farmland or a "temporarily permitted" garden and pond used by the applicant, and the boundary fronting the road has less of a "strong barrier" since the applicant has recently removed the two healthy mature trees.

Date Entered 13-06-2016

Internet Reference OWPC820

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Darren Kemp

Address 68 Common Road

Post Code NR29 4NA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

Page 22 mentions that "one of the bungalows will be offered for sale as a first time buyer property at 80% of market value" What?

If the average price of a detached 4 bedroom 2 storey property is approx. 200% that of the average price for a property in Hemsby (£178,543 13/06/16 - Rightmove website), how can a 20% discount possibly make a property affordable to a first time buyer?

Page 22 - "CS9 sets out that layout and density of new dwellings reflect the site and layout. The surrounding properties are predominately bungalows". So why is this application for 2 storey dwellings?

Date Entered 13-06-2016

Internet Reference OWPC820

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Darren Kemp

Address 68 Common Road

Post Code NR29 4NA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

property in Hemsby (£178,543 13/06/16 - Rightmove website); how can a 20% discount possibly make a property affordable to a first time buyer?

Page 22 - "CS9 sets out that layout and density of new dwellings reflect the site and layout. The surrounding properties are predominately bungalows". So why is this application for 2 storey dwellings?

Page 27 - "Local Planning Authorities should look for solutions rather than problems . . . " I accept this, and would hope that the LPA sees that the solution is to focus the development of sites more suited to housing than this application.

Date Entered 13-06-2016

Internet Reference OWPC820

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Jayne Kemp

Address 68 Common Road

Hemsby

Post Code NR29 4NA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

I wish to object to this application for a number of reasons.

The previously refused application was considered "contrived resulting in a dense and overdeveloped site". This new application shows no real effort to be any better than the one before. The revised 5 nr two storey dwellings is not reduction enough from the first scheme. The frontage to Common Road would be adversely affected with an introduction of this overbearing proposal.

Date Entered 13-06-2016

Internet Reference OWPC819

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Jayne Kemp

Address 68 Common Road

Hemsby

Post Code NR29 4NA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

The proposed dwellings would have no connection with rural activities, so this should not be excuse enough to allow building outside of the village development limit.
I am sure consideration may be given to the NPPF requirement to significantly boost housing supply, but surely the new development of 49 dwellings further along Common Road would better serve these requirements and have a better mix of housing as well as having better road access and be nearer to the village services meaning a car is not always required? Additionally, there are more suited areas of land within the village that would be able to be developed to provide the housing that Hemsby may require?

Date Entered 13-06-2016

Internet Reference OWPC619

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Jayne Kemp

Address 68 Common Road

Hemsby

Post Code NR29 4NA

Telephone

Email Address

For or Against ☐ For ☐ Object

Speak at Committee ☐

The new application has made no real improved ideas for dealing with the Highway issues. The proposed parking areas do not really relate to the possible requirements of the potential occupiers, and most definitely do not account for any visitor parking. A dwelling with up to 4 bedrooms is most unlikely to only have 1 or 2 vehicles per plot. The real issues with this massive lack of parking space, is that visitors will undoubtedly park along the verge of this narrow section of roadway, forcing existing road users to pass with un-necessary difficulty by risking damage to persons, property or vehicles by "scratching" through against the existing hedges and tree branches. The agricultural machinery that needs to use this road would find it impossible to pass any obstructions.

Date Entered 13-06-2016

Internet Reference OWPC819

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Jayne Kemp

Address 68 Common Road

Hemsby

Post Code NR29 4NA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

The "Design and Access Statement" mentions that for the "one hour" of the agents visit to site, he witnessed no traffic. I find this exceptionally hard to believe as the road is used daily by existing homeowners, visitors to the stables and kennels, farm workers as well as a number of vehicle using dog walkers. Added to the large number of horse riders and pedestrians who enjoy this area of the village with their families and pets, it is most unlikely that the agent saw no-one.

The Highways Agency have already voiced their concerns about vehicles entering the carriageway from this site. The

Date Entered 13-06-2016

Internet Reference OWPC819

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Jayne Kemp

Address 68 Common Road

Hemsby

Post Code NR29 4NA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

agent saw no-one

The Highways Agency have already voiced their concerns about vehicles entering the carriageway from this site. The road outside this site is very narrow, and coupled with the inadequate turning areas, make it very difficult to enter or leave the site safely. It may be that this piece of farmland is not actually suitable for residential use; unless a scheme was thought out enough to provide for a proper site entrance, and perhaps only serves up to 2 dwellings, either side of an entrance? This still would not move the land to within the Village Development area.

Date Entered 13-06-2016

Internet Reference OWPC819

Internet Consultees

Application Reference 06/16/0295/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Sarah Welsh

Address 52 Common Road

Hemsby

Great Yarmouth

Post Code NR29 4NA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

I don't feel that the reduction of the number of houses by one makes any difference to my previous objections, which still stand. Regarding the comments in the application about meeting the Borough's requirement for housing, there are other areas in Hemsby being developed, and other areas more suitable for development which meet this requirement.

Date Entered 11-06-2016

Internet Reference DWPC817

Great Yarmouth Borough Council
Planning and Development
Town Hall
Town Plain
Great Yarmouth

Your Ref: 06/16/0295/F

Our Ref: GYBC.1163-2016-00109

26 May 2016

NR30 2QF

HSE advice produced by PADHI+ for Great Yarmouth Borough Council

Land Use Planning Consultation with Health and Safety Executive [Town and Country Planning (Development Management Procedure) (England) Order 2010, Town and Country Planning (Development Management Procedure) (Wales) Order 2012, or Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008]

This HSE advice refers to the proposed development Five detached chalet bungalows at Kingslivere, 79 Common Road, Hemsby, Great Yarmouth, input into PADHI+ on 26 May 2016 by Great Yarmouth Borough Council.

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of major Hazard sites/pipelines. This consultation, which is for such a development and also within at least one Consultation Distance, has been considered using PADHI+, HSE's planning advice software tool, based on the details input by Great Yarmouth Borough Council. Only the installations, complexes and pipelines considered by Great Yarmouth Borough Council during the PADHI+ process have been taken into account in determining HSE's advice. Consequently, **HSE does not advise, on safety grounds, against the granting of planning permission in this case.**

As the proposed development is within the Consultation Distance of a major hazard pipeline you should consider contacting the pipeline operator before deciding the case. There are two particular reasons for this:

- The operator may have a legal interest (easement, wayleave, etc.) in the vicinity of the pipeline. This may restrict certain developments within a certain proximity of the pipeline.
- The standards to which the pipeline is designed and operated may restrict occupied buildings or major traffic routes within a certain

proximity of the pipeline. Consequently there may be a need for the operator to modify the pipeline, or its operation, if the development proceeds.

HSE's advice is based on the situation as currently exists, our advice in this case will not be altered by the outcome of any consultation you may have with the pipeline operator.

This advice is produced on behalf of the Head of the Hazardous Installations Directorate, HSE.



NORFOLK
CONSTABULARY

Our Priority is You

FAO
Mr J Beck

Great Yarmouth Borough Council
Planning Department
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Norfolk Constabulary

Operational Partnership Team
Police station
Howard St North
GT Yarmouth
NR30 1PH

Tel: 01493 333349

Mobile: 07920 878216

Email: wolseyr2@norfolk.pnn.police.uk

www.norfolk.police.uk

Non-Emergency Tel: 101

Ref: 06/16/0295/F

Date: 01/06/16

Planning Application

Proposed erection of 5 no. detached chalet bungalows at Kingsliver, 79, Common Road, Hemsby, GREAT YARMOUTH, NR29 1NA

Dear Mr Beck,

Thank you for inviting me to comment on the renewed Planning Application above. I made comment on previous application 06/15/0772/F in February 2016 and have inspected the new application. There is no indication in this current application that crime prevention measures have been further considered and I have reflected on the changes from 6 dwellings to 5 dwellings respectively.

There is a degree of 'active room' cover for Plots 1, 3 & 5 but none at all covering Plots 2 & 4 and in-curtilage parking significantly helps with on-site vehicle security cover for the occupants and visitors parked cars. However, for those plots that have no active room cover, should occupiers hear anything suspicious, they will have to leave the property to investigate, putting themselves at risk. Again, I highly recommend the provision of active room cover to enable occupants to identify criminality or suspicious activity early and safely.

In all other aspects there appears no appreciable change by the applicant to the previous submission and therefore all my previous comments regarding security measures still remain relevant for the protection of the occupant's and associated assets i.e.

We will answer letters within 10 working days, where information is available.
Where this is not possible, an explanation will be given for any delay.



Accredited for excellence



Dedicated to people

- Boundary fencing; sub divisional fencing & gating requirements
- Entrance doors; bi-fold door standards
- Accessible window standards
- Security lighting types
- Open frontage and defensible space

Previous reference to Secured by Design, New Homes 2014 guidance, whilst still relevant, has been superseded by Secured by Design, Homes 2016 guidance. I encourage the adoption of the principles and standards contained within Secured by Design, Homes 2016 guidance, which can be downloaded from www.securedbydesign.com. If the applicant wishes to discuss how Secured by Design could be delivered or requires any further assistance, please do not hesitate to contact me.

Yours sincerely

Mr Dick Wolsey
Architectural Liaison Officer
GT Yarmouth Police station
www.securedbydesign.co.uk



Application Ref	06/16/0295/F
Proposal	Proposed erection of 5no. detached chalet bungalows
Location	Kingslivere, 79 Common Road, Hemsby

Case Officer	Mr J Beck	Policy Officer	Mr N Fountain
Date Received	26.05.2016	Date Completed	08.06.2016

Strategic Planning Comments

The site is immediately adjacent to the Hemsby Village Development Limit. The proposed site is adjacent residential uses. Weight should also be given to the NPPF requirement to significantly boost housing supply, with local emphasis also on the Core Strategy with Hemsby identified as a Primary Village (Policy CS2) to deliver a proportion of such growth.

The Strategic Planning team raises no objection to the proposal, but no doubt you may well have other matters to weigh in reaching a decision.

Jason Beck
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Your Ref: 06/16/0295/F
Date: 5 September 2016

My Ref: 9/6/16/0295
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jason

**Hemsby: Proposed erection of 5 no detached chalet bungalows
79 Common Road Kingslivers Hemsby GREAT YARMOUTH NR29 1NA**

I refer to our recent discussion with respect to the above and to the the proposed revisions to the development that have been submitted, and I apologise for the delay in replying.

As you will be aware I met with the applicant's agent to discuss the Highway Authority's objection to the initial proposed development with a view to addressing these concerns.

As a result of this meeting the development now proposes:

- Acceptable access and turning provision on site such that vehicles can enter and leave the site in forward gear;
- Inclusion of a passing bay on Common Road to enable vehicles to pass and mitigate the effects of increased traffic movements. Following the site meeting it was accepted that widening of the road from Mill Road to the development may not meet the required tests under the NPPF and may also have environmental implications;
- Provision of a TROD on the highway verge from the development access to Mill Road to provide some off road provision for pedestrians and to encourage sustainable modes of transport.

In light of my earlier comments, I am satisfied that, the above proposals do satisfactorily mitigate the development in highway terms and meet the requirements Paragraph 206 of the NPPF in that they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects and I trust the LPA concur in this respect.

Continued/...

Therefore in light of above comments and the revision submitted, my earlier recommendation of refusal is withdrawn subject to the following conditions and informative note being appended to any grant of permission your Authority is minded to make

- SHC 14 Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking, amending or re-enacting that Order) no gates, bollard, chain or other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

- SHC 19V Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan (2.4 x 45m visibility splay each side of the access). The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

- SHC 24 Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking, turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

- SHC 39A Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works (passing bay, trod and site vehicle access) as indicated on drawing number 157-005B have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

- SHC 39B Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

Continued/...

Inf.1 It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council.

Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained and typically this can take between 3 and 4 months. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact Developer Services on 0344 800 8020.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

If required, street furniture will need to be repositioned at the Applicant's own expense.

Yours sincerely

Stuart French

Highways Development Management & Licensing Officer
for Executive Director for Community and Environmental Services



Community and Environmental
Services
County Hall
Martineau Lane
Norwich
NR1 2SG
NCC contact number: 0344
800 8020
Textphone: 0344 800 8011

Jason Beck
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Your Ref: 06/16/0295/F
Date: 15 June 2016

My Ref: 9/6/16/0295
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jason

**Hemsby: Proposed erection of 5 no detached chalet bungalows
79 Common Road Kingslivers Hemsby GREAT YARMOUTH NR29 1NA**

Thank you for your recent consultation with respect to the above, which appears to be an amended submission to that made under application number 06/15/0772.

As you will recall with the original application the Highway Authority raised several concerns in relation to the proposed development, parking, access, visibility, suitability of the highway network and off-site highway links.

In terms of the car parking the current proposals comply with parking standards, but it is unclear from the drawing submitted how these will be accessed, or do the plans show any turning provision. A single point of access is shown onto Common Road and it is therefore presumed that an internal access road will be provided to access the parking areas shown.

I would refer you to my comments in relation to a revised layout submitted for the previous application, which is still applicable in this case ... "whilst the drawings now show that visibility and parking can be provided in accordance with current standards the layout of the parking and manoeuvring area is not ideal. In the interests of highway safety a vehicle when leaving the development should be perpendicular to the highway primarily to aid vision. With the layout shown it is likely that vehicle will not be able to achieve this and will enter the highway at an oblique angle, and for those coming from the eastern end of the development are likely to have to turn back on themselves due to the angle of approach"

Notwithstanding the Highway Authority's comments on the earlier application, the submission includes nothing to address these and as with the previous application I will comment as follows.

Continued/...

in the vicinity of the application site, Common Road is a single track road with no formal passing spaces meaning pedestrians and vehicles will have to share road space. Given the size of properties proposed they would be suited to families and therefore, from TRICS data, an average family home will generate six vehicle movements per day.

Whilst Hemsby does have local services and bus links these are located some way from the development and in this respect I consider that the private motor vehicle is likely to be the main mode of transport and in this respect I have no reason to consider that vehicle movements would be any less than those given by TRICS and indeed may even be greater.

The proposed traffic movements represent a significant increase in traffic movements on section of single track road and the development does not propose any measures to mitigate this. The National Planning Policy Framework (NPPF) not only supports the need for "safe and suitable access...for all people", but also encourages the importance of being able to make everyday journeys without reliance on a motor vehicle. Sustainable transport policies are also provided at a local level through Norfolk's 3rd local transport plan 'Connecting Norfolk – Norfolk's Transport Plan for 2026'. Policy 5 of this document states "New development should be well located and connected to existing facilities so as to minimise the need to travel and reduce reliance on the private car or the need for new infrastructure". As with the previous application the development includes no safe pedestrian provision to existing footway links into the main village so as to encourage modal shift and safe and suitable access.

Notwithstanding the conclusions made in the document Manual for Streets 2, the document does not supersede the requirements of Manual for Streets, and given the characteristics of the highway network in the vicinity of the application site, any increase in vehicular use is clearly not acceptable and could result in vehicular conflict, will heighten the risk to the safety of more vulnerable users i.e. pedestrians walking along the road and increase the risk of possible personal injury accidents.

Whilst Paragraph 32 of the NPPF states that development should only be refused on transport grounds where the residual cumulative impacts of the development are severe, it also states that decisions should take account of whether safe and suitable access to the site can be achieved for all people, which in this case it would not be.

Accordingly in light of the above I feel I have no option than to recommend refusal for the following reasons

- SHCR 02 The proposed development does not adequately provide off-site facilities for pedestrians and people with disabilities (those confined to a wheelchair or others with mobility difficulties) to link with existing provision and / or local services. Contrary to Core Strategy Policy CS9.

Continued/...

- SHCR 07 The unclassified road serving the site is considered to be inadequate to serve the development proposed, by reason of its restricted width and lack of passing provision. The proposal, if permitted, would be likely to give rise to conditions detrimental to highway safety. Contrary to Core Strategy Policy CS16.
- SHCR 21 The proposal does not incorporate adequate facilities to enable a vehicle to turn on the site and so enter the highway in a forward gear which is considered essential in the interests of road safety. Contrary to Core Strategy Policy CS9.

In order to overcome the highway objections the highway authority is prepared to engage with the applicant to address the areas of concern which would suggest the development provides localised road widening to the point of access to enable two vehicles to pass and the provision of a footway link to the existing provision on the north side of Common Road. The applicant would also need to identify and include for adequate turning facilities in the site such that a vehicle can leave the site in forward gear and approach the highway perpendicular to it.

Yours sincerely

Stuart French

Highways Development Management & Licensing Officer
for Executive Director for Community and Environmental Services

NORFOLK FIRE & RESCUE SERVICE
Group Manager Eastern
Friars Lane
GREAT YARMOUTH, NR30 2RP
Tel: (01493) 843212
Minicom: (01603) 223833

Website: www.norfolkfireservice.gov.uk

Mr J Beck
Great Yarmouth Borough Council
Planning Services
Development Control
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Please ask for: Jonathan Wilby
Direct Dial: 0300 123 1378
Email: jonathan.wilby@fire.norfolk.gov.uk
My Ref: 00072589
Your Ref:

15 June 2016

Dear Sir

Planning Application No: 06/16/0295/F
Development at: 79 Common Road, Hemsby
For: 5 Bungalows

Thank you for your consultation letter dated 26th May 2016.

The access and design statement along with submitted plans do not provide any evidence that this proposed development would conform with Section 11: Vehicle Access of Approved Document B

Should you require any further assistance please do not hesitate to contact me on the number shown above.

Yours faithfully



Jonathan Wilby
Station Manager
for Chief Officer

MEMORANDUM

From Environmental Health

To: Development Control Manager
Attention: Mr J Beck
cc: Building Control
Date: 29 June 2016
Our ref: SRU/ 065773
Please ask for: Aidan Bailey-Lewis



Your ref: 06/16/0295/F

Extension No: 616

PROPOSED DEVELOPMENT OF 5x DETACHED CHALET BUNGALOWS AT 79 COMMON ROAD HEMSBY

The above planning application has been considered and the following comments are made:

Land Contamination:

If planning permission is granted I would recommend the following be attached as a condition:

1. Prior to the commencement of the development and to the satisfaction of the Environmental Services Group Manager, a Phase 1 Desk Study & Walkover Report shall be carried out by a suitably qualified person as to assess whether the land is likely to be contaminated. The report shall also include details of known previous uses and possible contamination arising from those uses.

If the Phase 1 Desk Study & Walkover Report identifies that contamination is suspected to exist, a Phase 2 Site Investigation is to be carried out to the satisfaction of the Environmental Services Group Manager. If the Phase 2 Site Investigation determines that the ground contains contaminants at unacceptable levels then the applicant is to submit a written strategy detailing how the site is to be remediated to a standard suitable for its proposed end-use to the Environmental Services Group Manager.

Hours of Work:

Due to the close proximity of other residential dwellings and businesses, the hours of operation should be restricted to:

- 0730 hours to 1800 hours Monday to Friday
- 0830 hours to 1330 hours Saturdays
- No work on Sundays or Bank Holidays.

Local Air Quality:

The site will potentially generate a significant amount of dust during the construction process; therefore, the following measures should be employed:

- An adequate supply of water shall be available for suppressing dust;
- Mechanical cutting equipment with integral dust suppression should be used;
- There shall be no burning of any materials on site.

Advisory Note

The applicant is strongly recommended to advise neighbouring businesses and residential occupiers of the proposals, together with contact details in the event of problems arising.

A handwritten signature in black ink, appearing to be 'AB' followed by a long horizontal line.

Aidan Bailey-Lewis MSc
Environmental Health Officer


To: Building Control Manager

My Ref: 06/16/0295/F


From: Development Control Manager

Date: 26th May 2016

Case Officer: Mr J Beck

Parish: Hemsby 8

Development at:-

79 Common Road Kingslvere
Hemsby
GREAT YARMOUTH
NR29 1NA

For:-

Proposed erection of 5 no
detached chalet bungalows

Applicant:-

Mr Colin King
Kingslvere 79 Common Road
Hemsby
GREAT YARMOUTH

Agent:-

Glenn Parrott
GP Architectural Services
Millennium House
Capton Hall Road
GREAT YARMOUTH

The above mentioned application has been received and I would be grateful for your comments on the following matters:-

Please let me have any comments you may wish to make by 9th June 2016.

COMMENTS: *No ADVERSE comments.*



8-7-16

Jill K. Smith

From: Jill K. Smith on behalf of plan
Sent: 24 August 2016 16:28
To: Jason Beck
Subject: FW: Ref 06/15/0772/F Kingsliver 79 Common Rd Hemsby. Proposed erection of 4 detached and 2 semi detached bungalows.
Attachments: PAPLX2016-002 PAPERWORK.pdf

From: Nicki Farenden [mailto:NickiFarenden@bpa.co.uk]
Sent: 03 February 2016 13:52
To: plan
Cc: glenn.parrott@yahoo.co.uk; Simon Ashdown; Adam Canning
Subject: Ref 06/15/0772/F Kingsliver 79 Common Rd Hemsby. Proposed erection of 4 detached and 2 semi detached bungalows.

5-7 Alexandra Road
Hemel Hempstead
Herts HP2 5BS. UK

Tel: 44 (0)1442 242200
Fax: 44 (0)1442 214077
business@bpa.co.uk
www.bpa.co.uk



Date: 02.02.2016
MR J BECK
GREAT YARMOUTH BOROUGH COUNCIL
PLANNING SERVICES
DEVELOPEMNT CONTROL
TOWN HALL, HALL PLAIN
GT YARMOUTH NR30 2QF.

Dear MR BECK

LOCATION: KINGSLIVERE, 79 Common Rd Hemsby

Thank you for the consultation regarding the above Planning Application.

BPA do not have any objection, in principle to the proposals, but wish to ensure that any works in the vicinity of this major accident hazard high pressure gas pipeline does not affect the overall integrity, and that they are carried out in accordance with our safety requirements.

Please find enclosed a GIS plot of our pipeline in relation to the above application and a Special Requirements for Safe Working in close proximity to high-pressure pipelines (see www.linewatch.co.uk).

We would also point out the proposed constructions fall within the outer/middle/inner consultation zone, of this major accident hazard pipeline and as such, you should consult with the HSE on this matter. You need to consult with the Chelmsford office:

Wren House
Hedgerows Business Park
Colchester Road
Springfield
Chelmsford
Essex
CM2 5PF

Tel 01245 706228 or 0845 3450055

The most important points to consider are as follows:

- 1) These are Major Hazard Pipelines
- 2) **Any** construction must be kept to a minimum of 6m from the pipeline
- 3) All excavations (including hand trail holes) within 6m of the pipeline **must** be approved and supervised by BPA.
- 4) The exact location of the pipeline to be marked by BPA in consultation with the developer prior to detailed design.
- 5) Nominal cover is only 0.9m (3').
- 6) Normal vertical clearance for new services is 600mm.
- 7) These Pipelines are protected by cathodic protection and you should consult the BPA if you are laying HV cables or ferrous services (with or without cathodic protection).
- 8) Heavy vehicular crossing points to be approved before use across the easement.
- 9) Tree planting is prohibited within the 6m easement.
- 10) No lowering or significantly raising of ground level throughout the easement.
- 11) Roadways should, where possible, cross the pipelines using the appropriate protection detailed in Appendix 1 of the enclosed booklet and not run along the pipeline route.
- 12) A Continuous site presence will be required whilst the pipeline/s are exposed.

To obtain more detail of the pipeline's location, please contact Adam Canning on 01442 218846 and quote the BPA reference.

Yours faithfully
for BPA

Adam Canning
Lands Team Leader
01442 218846

c.c SITE SUPERVISOR SIMON ASHDOWN 07778 817880
AGENT: MR PARROTT glenn.parrott@yahoo.co.uk

Nicki Farenden
Lands Administration
Assistant

☎ +44 (0)1442 218911



nickifarenden@bpa.co.uk



British Pipeline Agency Limited
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5-7 Alexandra Road
Hemel Hempstead
Herts HP2 5BS, UK

Tel: 44 (0)1442 242200
Fax: 44 (0)1442 214077
business@bpa.co.uk
www.bpa.co.uk



BPA Ref: PAPLX2016/18 0416	JASON BECK
Your Ref: 06/16/0295/F	GT YARMOUTH BOROUGH COUNCIL
Cross Ref: 2016/01 0047	Tel: 01493 846388
Location: KINGSLIVERE 79 COMMON ROAD	Works: PROPOSED ERECTION OF 4 DETACHED AND 2 SEMI DETACHED
Date: 25/8/2016	

Dear Jason Beck

LOCATION: Kingsliver 79 Common Road Hemsby.

Thank you for the consultation regarding the above Planning Application.

BPA do not have any objection, in principle to the proposals, but wish to ensure that any works in the vicinity of this major accident hazard high pressure gas pipeline does not affect the overall integrity, and that they are carried out in accordance with our safety requirements.

Please find enclosed a GIS plot of our pipeline in relation to the above application and a Special Requirements for Safe Working in close proximity to high-pressure pipelines (see www.linewatch.co.uk).

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Essex
CM2 5PF

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The most important points to consider are as follows:

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- 6) Normal vertical clearance for new services is 600mm.
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- 8) Heavy vehicular crossing points to be approved before use across the easement.
- 9) Tree planting is prohibited within the 6m easement.
- 10) No lowering or significantly raising of ground level throughout the easement.
- 11) Roadways should, where possible, cross the pipelines using the appropriate protection detailed in Appendix 1 of the enclosed booklet and not run along the pipeline route.
- 12) A Continuous site presence will be required whilst the pipeline/s are exposed.

To obtain more detail of the pipeline's location, please contact Adam Canning on 01442 218846 and quote the BPA reference.

Yours faithfully
for BPA

Adam Canning
Lands Team Leader
01442 218846

c.c BPA Site Supervisor: Simon Ashdown
Agent: Mr Parrott GP Architectural Services.



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Office.

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Number 100017560.

The data provided on this plan is
indicative only. It may not be accurate
and should not be relied upon. The
actual pipeline location will require
confirmation on site by BPA staff.

Location:
KINGSLIVERE
79 COMMON ROAD
HEMSBY

3rd Party Enquiry
Number:

REF: 06/16/0295/F

External Reference Number:

REF: PAPLX2016/16 0416

BPA Contact Details:
SIMON ASHDOWN
01442 218911

Client: JASON BECK
GT YARMOUTH BOROUGH COUNCIL

Scale: 1:1,276


5-7 Alexandre Road
Hemel Hempstead
Herts HP2 5BS
United Kingdom

Tel: 44(0)1442 242200
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bpa@bpa.co.uk
www.bpa.co.uk

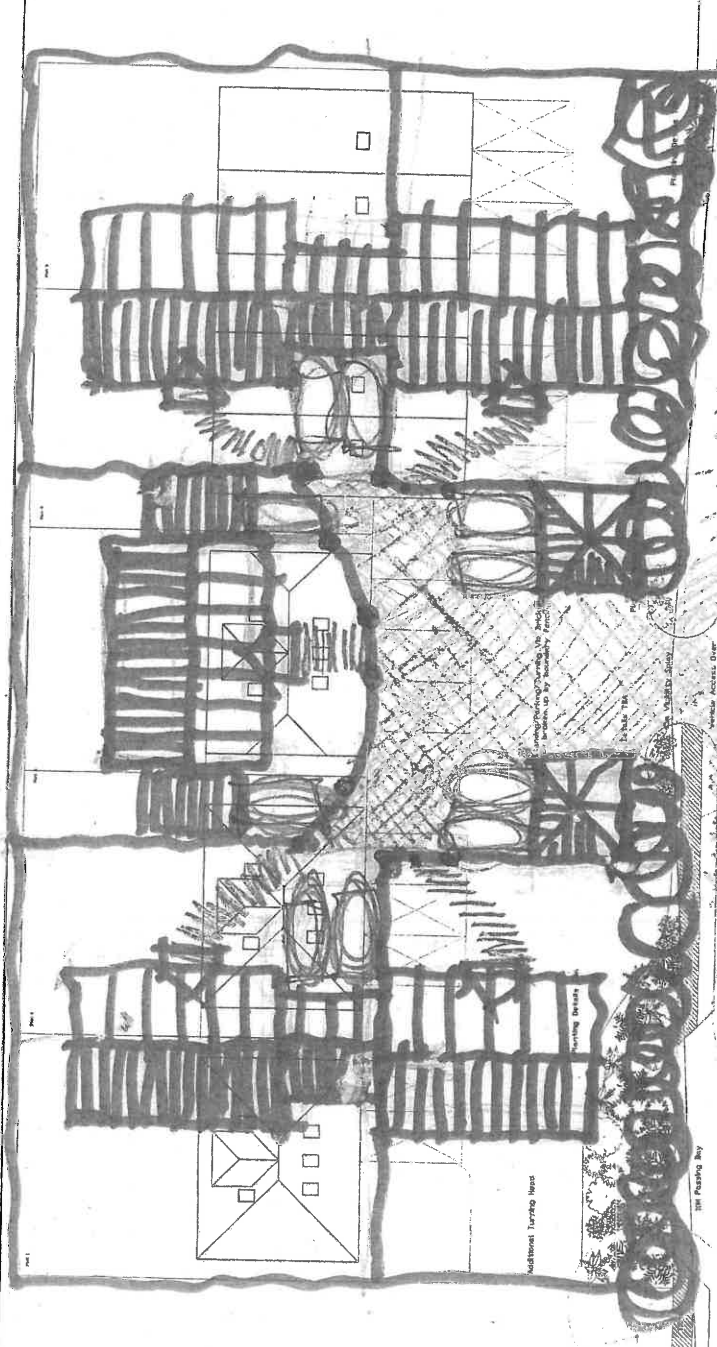


WARNING: BPA fuel pipeline. Prior approval required. Phone 0800 595 387 prior to starting work.


CONCEPT ONLY



STREET SCENE



STREET PLAN



Planning 2

App. No. 06/11/16/10255/16

REVISED PLAN

Revised: 2.18.16

Mr & Mrs King

Development adjacent to

Common Road

Hensby

Great Yarmouth

NR29 4NA

Proposed Site Plan

& Street Scene

GP Architectural Services

11/100

April 2016

1587-005

B

GP Architectural Services

11/100

April 2016

1587-005

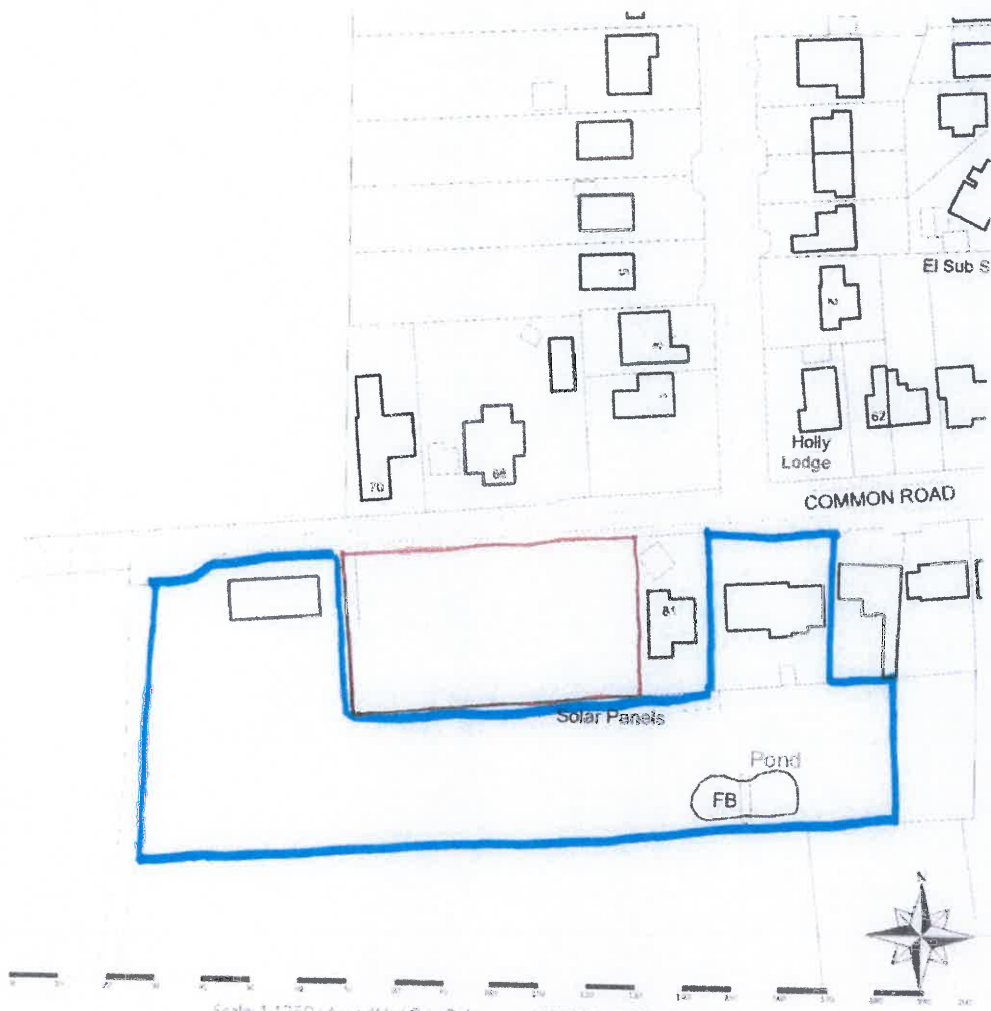
B

OFFICE DEVELOPMENTS
WITH GARAGE DOORWAYS

24/11/2015

81, COMMON ROAD, GREAT YARMOUTH, NR29 4NA

1587



Scale: 1:1250 | Area 4Ha | Grid Reference: 648389 317430 | Paper Size: A4



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100035207

