

Reference: 06/14/0182/F

Parish: Gorleston

Officer: Mr G Clarke

Expiry Date: 19-05-14

Applicant: Mr J Symonds

Proposal: Demolition of existing garages and erection of two bungalows with car spaces

Site: Burnt Lane
Gorleston

REPORT

1. Background / History :-

- 1.1 The site is a roughly triangular area of land which contains 5 lock up garages facing Burnt Lane, there is another pair of garages at the rear of the site which are in a different ownership and not included in this application. Planning permission was granted for the seven garages in 1963 (ref: 4619).
- 1.2 Earlier this year a planning application was submitted for two houses on the site, this was withdrawn following objections from local residents (06/14/0017/F).
- 1.3 This proposal is to demolish the garages and erect a pair of semi-detached bungalows, there will be a parking space to the side of each bungalow and a small area of garden at the rear.

2 Consultations :-

- 2.1 Highways – No objections subject to conditions.
- 2.2 Norfolk Constabulary – Suggests some minor changes to improve security.
- 2.3 Building Control – No comments.
- 2.4 GYB Services – Bins to be kept within boundary and presented on Burnt Lane for collection.
- 2.4 Neighbours – four letters of objection have been received, the main concerns are parking, small size of bungalows and lack of amenity space. The occupiers

of 5 Burnt Lane have written to say that they have no objection subject to a replacement wall after the garages have been demolished. Copies of the comments received are attached.

3 Policy :-

3.1 POLICY HOU7

3.2 NEW RESIDENTIAL DEVELOPMENT MAY BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE PARISHES OF BRADWELL, CAISTER, HEMSBY, ORMESBY ST MARGARET, AND MARTHAM AS WELL AS IN THE URBAN AREAS OF GREAT YARMOUTH AND GORLESTON. NEW SMALLER SCALE RESIDENTIAL DEVELOPMENTS* MAY ALSO BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE VILLAGES OF BELTON, FILBY, FLEGGBURGH, HOPTON-ON-SEA, AND WINTERTON. IN ALL CASES THE FOLLOWING CRITERIA SHOULD BE MET:

3.3 THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE FORM, CHARACTER AND SETTING OF THE SETTLEMENT;

3.4 ALL PUBLIC UTILITIES ARE AVAILABLE INCLUDING FOUL OR SURFACE WATER DISPOSAL AND THERE ARE NO EXISTING CAPACITY CONSTRAINTS WHICH COULD PRECLUDE DEVELOPMENT OR IN THE CASE OF SURFACE WATER DRAINAGE, DISPOSAL CAN BE ACCEPTABLY ACHIEVED TO A WATERCOURSE OR BY MEANS OF SOAKAWAYS;

3.5 SUITABLE ACCESS ARRANGEMENTS CAN BE MADE;

3.6 AN ADEQUATE RANGE OF PUBLIC TRANSPORT, COMMUNITY, EDUCATION, OPEN SPACE/PLAY SPACE AND SOCIAL FACILITIES ARE AVAILABLE IN THE SETTLEMENT, OR WHERE SUCH FACILITIES ARE LACKING OR INADEQUATE, BUT ARE NECESSARILY REQUIRED TO BE PROVIDED OR IMPROVED AS A DIRECT CONSEQUENCE OF THE DEVELOPMENT, PROVISION OR IMPROVEMENT WILL BE AT A LEVEL DIRECTLY RELATED TO THE PROPOSAL AT THE DEVELOPER'S EXPENSE; AND,

3.7 THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE RESIDENTIAL AMENITIES OF ADJOINING OCCUPIERS OR USERS OF LAND.

3.8 (Objective: To ensure an adequate supply of appropriately located housing land whilst safeguarding the character and form of settlements.)

3.9 ie. developments generally comprising not more than 10 dwellings.

3.10 POLICY HOU15

- 3.11 ALL HOUSING DEVELOPMENT PROPOSALS INCLUDING REPLACEMENT DWELLINGS AND CHANGES OF USE WILL BE ASSESSED ACCORDING TO THEIR EFFECT ON RESIDENTIAL AMENITY, THE CHARACTER OF THE ENVIRONMENT, TRAFFIC GENERATION AND SERVICES. THEY WILL ALSO BE ASSESSED ACCORDING TO THE QUALITY OF THE ENVIRONMENT TO BE CREATED, INCLUDING APPROPRIATE CAR PARKING AND SERVICING PROVISION.

(Objective: To provide for a higher quality housing environment.)

4 Assessment :-

- 4.1 Burnt lane is a narrow road that is restricted to one way traffic at the eastern end of the road, most of the road consists of Victorian terraced houses with no off-road parking but there are some more recent developments which have parking provided. Because of the lack of off-road parking in the area, residents from other nearby roads such as High Road and Manby Road park in Burnt Lane adding to the parking problems on the road.
- 4.2 The site involved in the application is in a location where there is a fork in the road, the short spur of road which goes off the main part of Burnt Lane at this point provides access to the pair of garages at the rear of the site and no's. 7 and 8 Burnt Lane. At present cars park along this short stretch of road but this should not be affected by the proposal as the bungalows will have gardens along this stretch of road so should not affect the existing on-street parking in this area.
- 4.3 The bungalows will have their own parking spaces to the side of each dwelling which satisfies the parking standards for new development but as far as local residents are concerned the problem is the loss of existing parking spaces caused by the demolition of the garages. There are five garages that will be lost and cars also park in the space in front of the garages. Whilst the concerns of residents are understandable it has to be considered that the applicant could demolish the garages and fence the site without the need to apply for planning permission which would have a similar effect to the proposed development.
- 4.4 Taking the above into account and the fact that the Highways Officer does not object to the application it would be difficult to justify refusal of the application on the potential parking problems alone.
- 4.5 Other comments have been made regarding the size of the bungalows, each dwelling will have a bedroom, lounge, kitchen and wet room. The lounge and bedroom for each bungalow will measure 2.4m x4m which, while not large, is adequate for the type of dwelling proposed. There will be small garden areas at the rear of each property so there will be space for a drying area and bin storage.

- 4.6 The occupiers of 5 Burnt Lane do not object to the development but are concerned because the side wall of the garages forms the boundary wall to their property and their garden will be exposed if this is not replaced. If the application is approved it can be made a condition of the consent that this section of wall should be replaced prior to work commencing on the dwellings.

5 RECOMMENDATION :-

- 5.1 Approve – the proposal complies with Policies HOU7 and HOU15 of the Great Yarmouth Borough-Wide Local Plan.
- 5.2 Approval should be subject to conditions requiring the wall to 5 Burnt Lane to be replaced and removal of permitted development rights.

ACK 2/5/14
APP No: 06/14/0182F

S

77 BURNT LANE

GORLESTON

N.231 O.F.

MR. MINNS / MRS. HERSDON.

HAVING READ MR SYMONDS APPLICATION
TO BUILD 2+1 BED BUNGALOWS ON
THE SITE OF GARAGS ON BURNT LANE
I WOULD LIKE TO SAY THE FOLLOWING.

- ① THE BUNGALOWS WILL ONLY HAVE
29sq METRES OF LIVING SPACE THE
MINIMUM IS 50sq. METRES AT SPACE
THEY HAVE NO AMENITY FOR WASHING
LINES DUSTBINS SITTING OUT RELAXATION
THE ROAD IS FULL OF PARKED CARS
I OFTEN CANT GET OUT OF ¹⁹ GATE AT
FRONT. AND IF I COME OUT OF BACK
WAY MORE OFTEN THAN NOT IT'S ALSO
BLOCKED BY SOME FORM OF TRANSPORT.

THANK YOU FOR YOUR TIME

M. COOTE.

ACK 1/5/14

S

Elaine Helsdon

From: stevenlight1@gmail.com
Sent: 30 April 2014 18:22
To: plan
Subject: Planning Application 06/14/0182/F

Dear Sir/Madam,

I am writing to register my objection to the planning application to replace 5 garages with forecourts, with 2 new bungalows on Burnt Lane.

The majority of the homes in this area are Victorian/Edwardian.

Understandably they were built without any anticipation that 21st century residents might, one day, need parking to be available.

At present many residents try to park outside their own homes or rent one of the garages as they have no other option.

Because there is a severe shortage of parking it is quite common for residents from associated roads to look to park in this area too.

Having the garages, that are well used, does allow for up to 10 vehicles to be off the road.

May I suggest that these garages are a very important amenity?

Without them, the demand for somewhere to park, especially when people get home from work, will at least double. Add two more homes, with their visitors and deliveries, the situation can only get worse.

Since there are no pavements, cars tend to be left close to the walls and gates so that there are times when my front gate (and those of others) have been blocked by inconsiderate drivers.

It has been impossible to get bins out of my small front yard and get them past the vehicles to leave them in an accessible position for emptying. Trying to get a pram/pushchair out of the gate has also proven difficult. As well as furniture deliveries and alike.

I would respectfully invite the Development Control Committee to visit the site one evening so they can see for themselves the problems.

Only this morning a delivery van had to double park to make a delivery. The extra homes must surely add to the number of times this will happen.

Thankyou for your attention

Steven Light
73 Burnt Lane
Gorleston
Gt Yarmouth
NR31 0PF
Sent from my iPhone

ACK 30/4/14

S

8 Burnt Lane
Gorleston
Great Yarmouth
NR31 0PF
28th April 2014

Sent by Email and Post

Great Yarmouth Borough Council
Planning Services
Development Control
Town Hall
Hall Plain
Great Yarmouth
NR30 2QF

For the Attention of Dean Minns – Group Manager

Dear Sir,

Subject: Planning Application 06/14/0182/F

As Owner and Occupier of the property at the above address I hereby lodge my formal objections pertaining to the proposed demolition of existing garages and the erection of two bungalows with car spaces.

Heads of Objection

1. Displacement of current / limited car parking spaces for residents already living in Burnt Lane.
2. Vehicle parking is already at its maximum limit, the building of 2 additional bungalows will only worsen the problem.
3. Unless parking restriction are imposed, my legal right of access to my property will become restricted or denied by migration of cars displaced from parking on the right hand side of Burnt Lane where the garages currently are and where the bungalows are to be built, to parking in the access road leading to my property and also for my adjacent neighbours.
4. I note that the wooden fences will be erected around the boundary line, rendering cars that park in the access road to my property, to park away from the fence by a few feet to enable space for car door opening. Over the 28 years of being the occupant at No. 8 Burnt Lane, when such occurrence has happened, access by car to / from my property has been blocked.
5. Pursuant to 3 above, access by emergency services would also be blocked.
6. Iron railings at front of the new houses are not in keeping with the terraced and detached properties in Burnt Lane which have brick walls with gate entrances.
7. Proposed erection of a low cost wooden fence at the back of the property again is not in keeping with properties in Burnt Lane which have brick walls.
8. Building brick colour or type has not been specified in the application. Such should be advised to all Owners and Occupiers allowing sufficient time from being advised for Owners and Occupiers to lodge their objections prior to planning consent/approval. Brick colour and type should also be in keeping with the properties in Burnt Lane.

In the event that planning consent and approval is granted, then to allow my legal right of access to and from my property by foot or by a motor vehicle, I request that the following restriction should be mandatory caveats to the building consent / approval and expressly stated in the approval document, viz:-

Restrictions

1. Parking restrictions such as double yellow lines are painted on one side of the access road. I would suggest on the left hand side adjacent to the boundary line.
2. It's a condition precedent that the Builder and its subcontractors of all tiers do not restricted or block access by foot or motor vehicle at any time to properties in Burnt Lane or the access road and pathway leading to Gorleston High Road or down to the White Horse roundabout. Please note: Burnt lane is one way from the High Road until the turn off to Addison Road.

Exception to this restriction will be for deliveries of building material, plant and equipment. The Builder will undertake best endeavours to give prior notice to all residents who access may be restricted or denied for limited periods, of the dates and times it expects deliveries to be made, whether for building materials, plant or equipment.

3. It's a condition precedent that the access road is not used or misused for storage of building materials, plant and equipment or used for overnight or weekend parking of the Builders or its subcontractors (of all tiers), plant, equipment trucks, vans, etc., which block and/or deny free access to owners of properties in the access road.
4. It's a condition precedent that the access road is not used as a lay down area for skips and/or containers.
5. It's a condition precedent that the developer (i.e. land owner) undertake to make good any damage done to the access road and/or cleaning or repairing or replacing damaged tarmac. The developer shall arrange in favour of Great Yarmouth Borough Council an on demand Bank Guarantee of Ten Thousand Pounds Sterling (£10,000) to cover default of the developer to remedy rectification of the access road to its prior condition at the commencement date that the building works commenced.
6. It's a condition precedent that the Builder and its subcontractors of all tiers have valid Third Party Liability Insurance in place at the level required by law.
7. It's a condition precedent that the Builder will be compliant with the Construction Disaster Legislation and has undertaken a full and thorough Risk Assessment for all of the work required in the construction, building and completion of the bungalows and will undertake daily toolbox talks and safety observations. It's also a condition precedent that the Builder has in place a "Stop Policy" or equivalent which allows immediate suspension of the Work when an unsafe act or behaviour is observed and reported to the Builder, whether such are reported orally or in writing by any member of the public or by the Builders employees or by the Builders subcontractors employees of all tiers.

Kindly acknowledge receipt of this letter by email and post.

Yours faithfully



M H Gates
Owner and Occupier of No. 8 Burnt Lane

Re-planning app. no.
06/14/0182F

ACK 30/4/14

81, Burnt Lane,
Sturton m sta,
NR310FF.



Dear Mr.

Regarding the above mentioned
planning app. from Mr. Symonds.
for 2 x 1 bed bungalows on site of
existing garages.

- ① Having viewed the plans, may I
say that the living area is far
too small (ie. should be at least 50 sq
metres, & they will be approx 29 sq.m.)
- ② There are no amenity spaces for
sitting out, dustbins, washing lines
etc.
- ③ This could set a precedent for other
garage owners in the area to do the
same. This particular area will
become over developed.

④ More importantly is the loss of
10 parking spaces, 5 in garage +
5 m space outside garage. ^{to}
As we all share our spaces with
other neighbours with visitors

yours sincerely

^{to}
Zylora Cooper.

ACK 25/4/14

S
5 Burnt Lane
Gorleston
Great Yarmouth
NR31 0PF

24th April 2014

Planning Services
Development Control
Town Hall
Hall Plain
Great Yarmouth
NR30 2QF

Dear Sir/Madam

Application: 06/14/0182F
Proposal: Proposed demolition of existing garages and erection of two bungalows with car spaces
Location: Burnt Lane (land off) Gorleston Great Yarmouth Norfolk

In response to your letter dated 11th April my comments are as follows:

We have no objection to the plan of building 2 bungalows but our main concern is the garage next to 5 Burnt Lane acts as a wall to our garden. If these garages are to be demolished we would want assurance that there is a continuation of our existing wall and hopefully no damage will be caused to our garden while this is in process.

Yours faithfully



Mr & Mrs S A Platten





Planning and Business Services,
Town Hall, Great Yarmouth,
Norfolk. NR30 2QF



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