

**Reference:** 06/20/0421/F

**Parish:** Bradwell

**Officer:** Gordon Sutherland

**Expiry Date:** 04-11-20

**Applicant:** Mr A Beck

**Proposal:** Development of site to construct 4no. detached bungalows and garages ref: 06/20/00421/F)

**Site:** Land r/o 64 Beccles Road, Bradwell

## **REPORT**

### **1. Background**

1.1 This is a full planning application for a minor residential development.

### **2. Site and Context**

2.1 This site is on the west side of the A143 Beccles Road, the principle route into Great Yarmouth from the south west. It is located within the development boundary of Bradwell in an established residential neighbourhood. The site is 0.24 hectares (0.6 acres) in area and amalgamates the long linear plot of No64 Beccles Road with land to the rear of numbers 3, 5, 7 and 9 Bussey's Loke. The dwellings either side of No64 front onto Beccles Road and have vehicular access from the road. The intersection of Beccles Road and Crab Lane is located to the south of the site. The site boundaries are formed by a combination of fences and hedges. An oak tree with a tree preservation order is located at no 62 Beccles Road adjoining the southeasternmost point of the site fronting the road. The former dwelling at no64 has been demolished and vegetation has been cut back across the site.

2.2 The posted speed limit on this part of Beccles Road is 30mph.

### **3. Proposal**

3.1 The proposal is for 4 detached dwellings made up of 2 three-bedroom bungalows and 2 four-bedroom bungalows each with a single garage and parking spaces. A private drive would provide access from Beccles Road. The drive includes a turning head and passing place.

#### **4. Relevant Planning History**

**4.1** In May 2018 planning permission 06/18/0157/F was granted for the demolition of the existing bungalow at No64 and redevelopment to create 2 detached bungalows and garages accessed from Beccles Road. In the current application the site has been enlarged with the inclusion of land to the rear of numbers 3, 5 and 7 Bussey's Loke.

**4.2** Application 06/20/0069/F for five dwellings on this site was withdrawn in August this year and the current application was made.

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

**5.1** Bradwell Parish Council. No response at time of writing. However, the Parish Council recommended rejection of the prior application for 5 units considering it to be overdevelopment, with the exit too close to the pedestrian island. It is reasonable to assume the Parish Council maintains its objection at least in respect of the access.

**5.2** At the time of writing two letters of objection have been received which raise concerns summarised as follows:

- Overcrowding of the site.
- Increase in traffic from this development near to intersection with Crab Lane.
- The number of access points close to Crab Lane
- The cumulative impact on traffic taken with other developments in the vicinity
- The need to provide good visibility at the road access, to safeguard cyclists and pedestrians and use by the emergency services.
- Desire to safeguard trees at the site entrance

#### **Consultations – External**

##### **Norfolk County Council**

**5.3 Highways** –County highways state that whilst there are reservations about the scale of the development especially in relation to the location of the access to Crab Lane, they are minded that given the existing level of frontage development and accesses along Beccles Road, there is a reasonable expectation on the part of drivers that traffic will be slowing, stopping and turning into/from accesses etc. in this respect it would be difficult to sustain an objection. It concludes if the local planning authority is minded to grant planning permission, standard conditions and informatives are recommended in the interests of highway safety, including and summarised as follows; that the access shall be provided and retained at the location shown on the submitted plans; that it be 4.5m wide for the first 10m from the highway; that visibility splays be provided and maintained in perpetuity free of obstruction above 22.5cm above ground; that prior to first occupation all parking and turning and passing is laid and thereafter retained; and that on-site parking is provided during construction.

- 5.4 Flood** - Norfolk County Council as Lead Local Flood Authority confirms that this is classed as a minor development as such the local planning authority is responsible for assessing the suitability of any surface water drainage in line with the National Planning Policy Framework. See section below internal consultees GYBC.

#### **Consultation - Internal GYBC**

- 5.5** Environmental Services – Confirm the site is at low risk of flooding and raises no concerns
- 5.6 Trees** - The Tree officer identifies that three trees are located at the entrance of the site on adjacent property, one of which (the oak) has a tree preservation order. These are of high amenity value to the surrounding area and should be protected during the development process. The applicant has been working with the Council's tree officer to identify the appropriate practice to provide ground protection of the protected tree during the development process using anti compaction geotextile fabric/web to preserve the tree roots and to accommodate the tree roots under the proposed driveway. Works to lift the crown of the tree up to 5m have been discussed. On September 25 strong winds damaged the tree leaving damaged branches hanging over the footway. These have been trimmed back in consultation with the tree officer.

#### **6. Assessment of Planning Considerations: Policy Considerations:**

##### National policy

- 6.1** Paragraph 47 of National Planning policy Framework states: Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise
- 6.2** At present the Council is unable to demonstrate a 5-year supply of deliverable housing sites. Paragraph 11(d) of the NPPF, the lack of five-year supply should weigh heavily in favour of the application unless any adverse impacts of doing so would significantly and demonstrably outweigh benefits when assessed against the policies in the Framework taken as a whole. In this case it is considered that any impacts from this proposed development can be sufficiently mitigated.

##### Local Policy Adopted Core Strategy

- 6.3** Great Yarmouth Borough adopted Local Plan Policy CS1 - "Focusing on a sustainable future" seeks to create sustainable communities where growth is of a scale and in a location that complements the character and supports the function of individual settlements. This is a minor development within an established settlement. Bradwell is defined as a Key Service Centre where

30% of new borough wide development is anticipated to be provided in the development plan period to 2030.

- 6.4 As a Key Service Centre, Bradwell is identified in the Core Strategy as a settlement with a range of services and opportunities for employment, retail and education. Centres serve a wider catchment area and contain good transport links. In this case the site is located on an A road having bus service and is within 500m of a range of shops and services including the Tesco Express supermarket and Lloyds Pharmacy. Amongst other facilities it is within walking distance of primary schools and the sixth form college.
- 6.5 Policy CS3 - Addressing the borough's housing need states in subparagraph g) that the Council and partners will seek to 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 CS12.
- 6.6 Policy CS9 - "Encouraging well-designed, distinctive places": anticipates development that responds to the surroundings. In this case the proposal is for a group of single storey dwellings in a suburban context.
- 6.7 Policy CS16 "Improving Accessibility and Transport": seeks to make best use of existing transport infrastructure and promotion of sustainable forms of travel by directing development to locations towards the most sustainable locations.

Saved Policies of 2001 Borough Wide Local Plan

- 6.8 Policy HOU7 New Residential Development provides a presumption in favour of development within settlement boundaries where the following criteria are met:

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

(B) 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;

(C) SUITABLE ACCESS ARRANGEMENTS CAN BE MADE;

(D) 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,

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

**6.9** Policy HOU17- Housing Density and Subdivision states

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.

The Emergent Local Plan

**6.10** The Local Plan Part 2 includes the site within the settlement limits for Bradwell. Policy GSP1: “Development Limits” repeats and reinforces existing spatial policy stating “development will be supported in principle within the Development Limits except where specific policies in the Local Plan indicate otherwise.

**6.11** Policy UCS3: “Adjustment to Core Strategy Housing Target” recognises that the housing requirement over the plan period needs to be reduced to reflect the objectively assessed need as updates from 7140 units to 5303 new dwellings, this has the effect of giving the Borough a five year housing supply reinforced by recent approvals for outline permission on housing land allocations within the emergent plan and therefore removing the lack of supply argument, upon adoption. At present this carries little weight, and the delivery of 4 homes carries weight unless or until the Local Plan Part 2 is adopted in the Spring/ Summer of 2021.

**6.12** Policy A1 Amenity has no unresolved objections and as such can be given considerable weight. It states:

Development proposals will be supported where they contribute positively to the general amenities and qualities of the locality.

Particular consideration will be given to the form of development and its impact on the local setting in terms of scale, character and appearance.

Planning permission will be granted only where development would not lead to an excessive or unreasonable impact on the amenities of the occupiers of existing and anticipated development in the locality, in terms including:

- a. overlooking and loss of privacy;
- b. loss of light and overshadowing and flickering shadow;
- c. building and structures which are overbearing;
- d. nuisance, disturbance and loss of tranquility from: • waste and clutter • intrusive lighting • visual movement • noise • poor air quality (including odours and dust); and • vibration.

Where adverse impacts are an inevitable consequence of an otherwise desirable use and configuration, measures to mitigate such impact will be expected to be incorporated in the development.

On large scale and other developments where construction operations are likely to have a significant and ongoing impact on local amenity, consideration will be given to conditions to mitigate this through a construction management plan covering such issues as hours of working, access routes and methods of construction.

## **7. Local Finance Considerations:**

Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant such as new homes bonus or the Community Infrastructure Levy. It is noted that the Borough of Great Yarmouth does not have the Community Infrastructure Levy. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority. It is assessed that financial gain does not play a part in the recommendation for the determination of this application.

## **8. Shadow Habitats Regulation Assessment**

- 8.1** The site lies more than 400 but less than 2.5Km from an internationally protected wildlife site. The applicant submitted a Shadow Habitat Regulations Assessment (HRA) with the previous application for five houses and for the purpose of considering this application for four houses it can be applied. It is confirmed that the shadow HRA submitted by the applicant has been assessed as being suitable for the Borough Council as competent authority to use as the HRA record for the determination of the planning application, in accordance with the Conservation of Habitats and Species Regulations 2017.
- 8.2** The report rules out direct effects in isolation; but accepts that in-combination likely significant effects cannot be ruled out from increased recreational disturbance on the Winterton and Horsey Dunes Special Area of Conservation, the North Denes Special Protection Area, the Breydon Water Special Protection Area, the Broadland Special Protection Area and the Broads Special Area of Conservation, but this is in-combination with other projects can be adequately mitigated by a contribution to the Borough Council's Habitats Monitoring & Mitigation Strategy (£110 per dwelling). Impact payments. The standard payment was received with the prior application and transfers to this one.

## **9. Concluding Assessment**

- 9.1** The site lies within the Bradwell Development Boundary wherein development will be supported in principle unless material considerations outweigh that principle. In this case those would be matters of amenity, local character and highway safety.
- 9.2** Amenity -. The proposed dwellings are designed as single storey. They have parking, garages and private gardens. Adjoining properties would not be overlooked. To maintain future privacy of neighbouring property from possible insertion of dormer windows or roof extensions, a condition can be included to remove those permitted development rights without a separate grant of planning permission. There are no significant trees on the site itself and measures can be taken to safeguard a protected tree on an adjoining site.
- 9.3** Local Character – The area is a generally a mix of post war dwellings of single and two stories. The dwellings will be set back from Beccles Road largely screened by existing dwellings either side. The plots are smaller than some of the neighbouring plots, but this will not be obvious from public vantage points.
- 9.4** Highway and transport impact - as stated in the consultation response from the County Highways Authority, whilst there are reservations about the scale of the development especially in relation to the location of the access to Crab Lane, they are minded that given the existing level of frontage development and accesses along Beccles Road, there is a reasonable expectation on the part of drivers that traffic will be slowing, stopping and turning into/from accesses etc. Conditions have been recommended to address the siting and design of the access including the provision and maintenance of sight splays in the interests of maintaining highway safety.

## **10. RECOMMENDATION: -**

- 10.1** Approve with conditions requiring approval prior to commencement of the development of the following; details of construction and surface of access and on site surface water drainage, the method statement for root protection of trees along the southern boundary, of the site, conditions that access be constructed in accordance with the approved plans, provision of sight splays, on site car parking, passing and turning areas, the provision of on-site to parking during construction and the removal of permitted development rights for extensions and alterations to provide new windows or other openings into the walls or roof without prior consent from the local planning authority.
- 10.2** The proposal complies with the aims of Policies CS1, CS3, CS9 and CS16 of the Great Yarmouth Local Plan: Core Strategy, Policy A1 of the Emerging Local Plan Part 2 and saved Policies HOU7 and HOU17 of and the Great Yarmouth Borough-wide Local Plan (2001) (LP).

Background Papers 06/20/0421/F

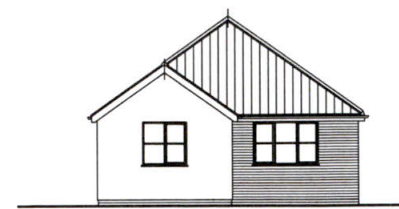


# PROPOSED RESIDENTIAL DEVELOPMENT

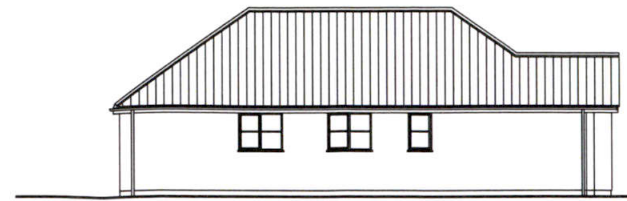
64, Beccles Road, Bradwell.

Planning drawing

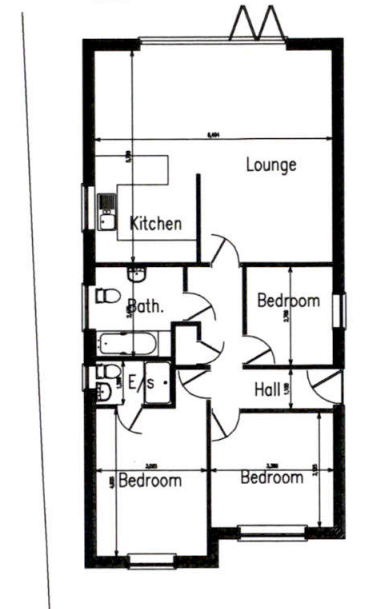
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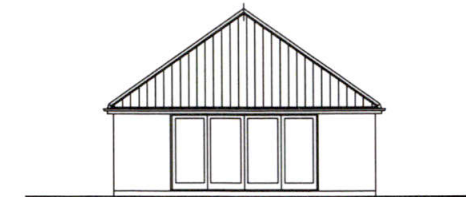
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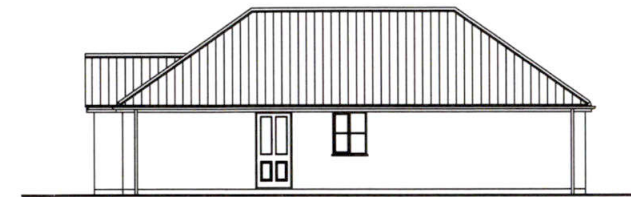
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Floor Plan  
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Rear Elevation  
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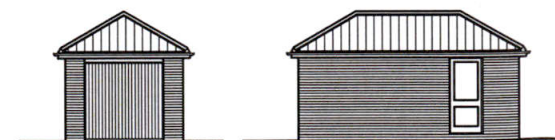
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## DETACHED GARAGE



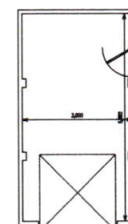
Rear Elevation  
1:100

Side Elevation  
1:100



Front Elevation  
1:100

Side Elevation  
1:100



Floor Plan  
1:100

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Project

Proposed sub-division of garden to form  
5no. plots.  
64, Beccles Road, Bradwell.  
Bungalow type C

Client

BGW Developments Ltd.

Scale  
1:50 1:100

Date  
August 2020

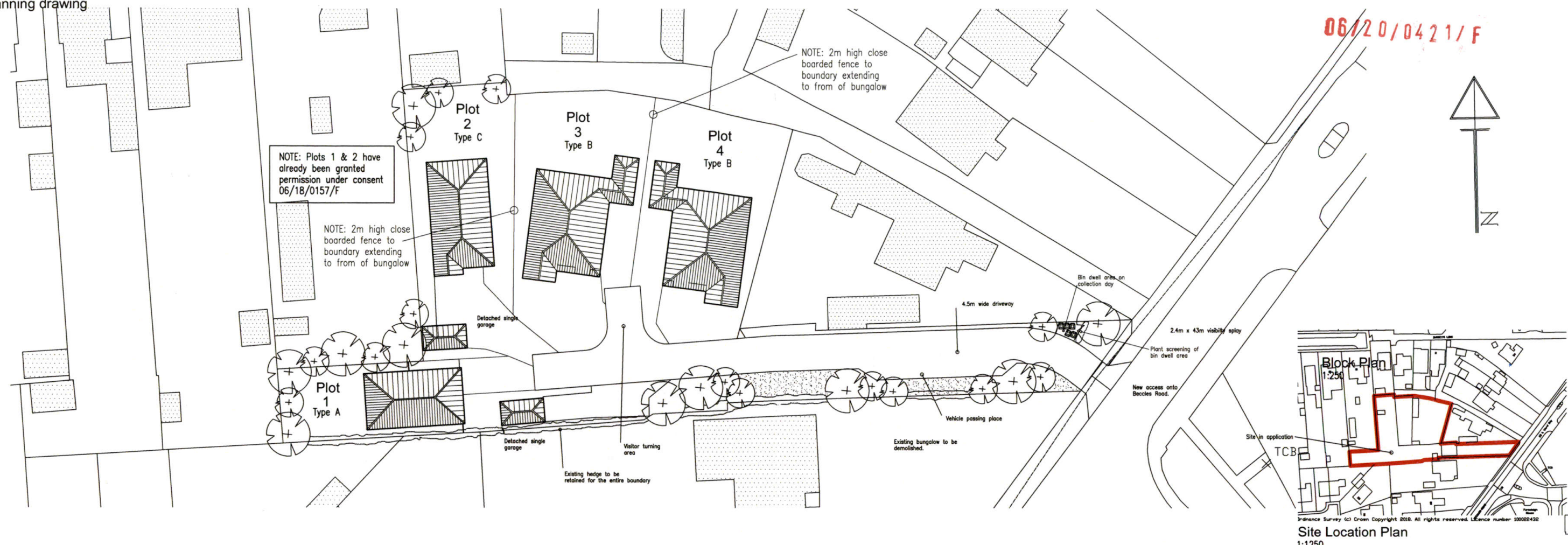
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Dwg no.  
1283/5

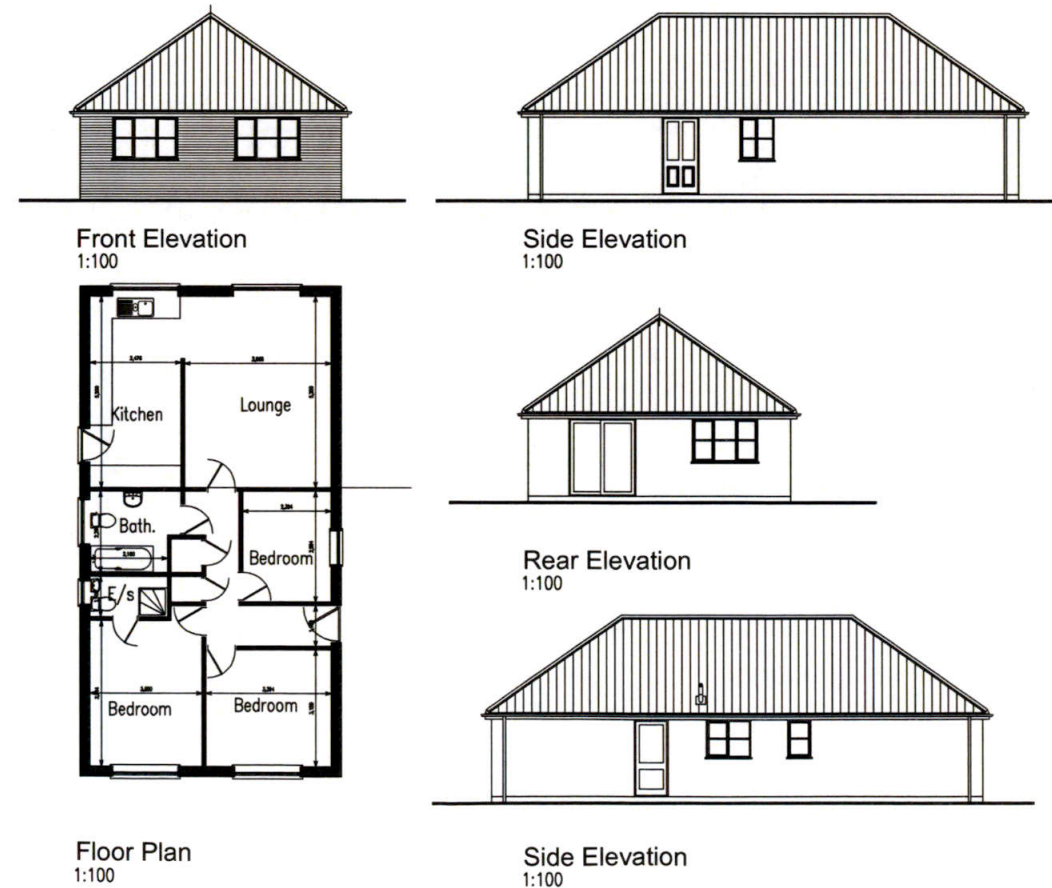
Revision



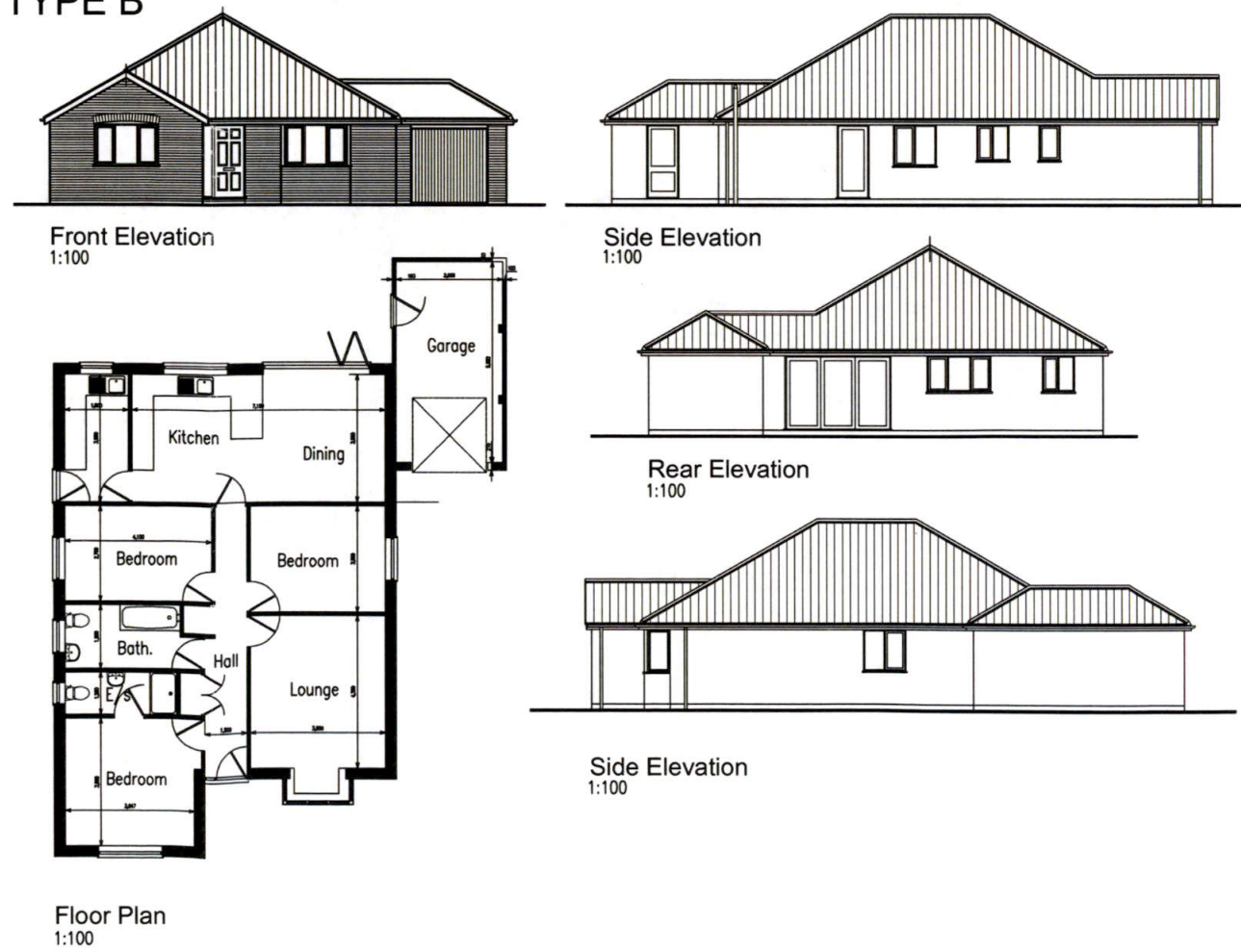
**PROPOSED RESIDENTIAL DEVELOPMENT**  
64, Beccles Road, Bradwell.  
Planning drawing



**TYPE A**



**TYPE B**



Great Yarmouth  
Borough Council

09 SEP 2020

Planning  
Department

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Project  
Proposed sub-division of garden to form  
5no. plots.  
64, Beccles Road, Bradwell.  
Planning drawing.

Client  
BGW Developments Ltd.

Scale 1:50 1:100 Date November 2019

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Dwg no.  
1283/2

Revision Rev A (June 2021) Bin dwell area indicated.