

Reference: 06/17/0201/O

Parish: Scratby

Officer: Mr J Beck

Expiry Date: 26-05-2017

Applicant: Mr T Philpot

Proposal: Development of site to create 8 new cottages with garages

Site: Woodland 14 Beach Road
Scratby
Great Yarmouth

REPORT

1. Background / History :-

1.1 The application site is positioned to the south of 14 Beach Road adjacent to the entrance to the village of Scratby. 14 Beach Road is a chalet bungalow and the application form states that the land used by the proposal is in residential use. The area is largely defined by residential properties to the north and by agricultural uses to the east. The main village facilities and services are positioned to the west. The entrance to the village is largely characterised by its landscaping and open space as well as some decorative features.

1.2 The application is for outline permission for the construction of 8 dwellings. The access, layout and scale are part of the outline application with the reserved matters of landscaping and appearance to be determined at a detailed application stage. The site was given permission by committee in 2016 for a single bungalow directly south of 14 Beach Road which has not been started. A previous application south of 14 Beach Road for a new dwelling was refused in 2013 and upheld at appeal. The access to the proposal site will utilise the existing access to 14 Beach Road. The site area is 4,146 square metres.

1.3 The site is outside the village development limit for Scratby meaning the proposal is a departure from the local plan.

1.4 Planning History:

06/78/0066/F – Double garage and two stores. Approved with conditions. 03-03-1978

06/98/0168/O – One residential dwelling. Refused. 21-04-1998

06/05/0537/O. Residential development. Withdrawal. 05-09-2005

06/13/0304/F. Proposed sub-division of garden to form plot for detached house and garage. Refused. 05-09-2013 Appeal dismissed

06/14/0604/F. Sub-division of garden to form plot for detached dwelling. Approved with conditions. 13-02-2015

06/16/0472/O. Construction of a detached bungalow and garage. Approved with conditions. 23-11-2016

2. Consultations :-

2.1 Parish Council – Objection. They have stated that the access is unsuitable as it accesses onto a busy junction which has limited visibility.

2.2 Highways – No objection subject to condition. Originally they raised concerns regarding the access and requested amended plans which the applicant provided. Subsequently they do not object subject to conditions.

2.3 Building Control – No objection following amended plan

2.4 Strategic Planning – Recommended Approval.

2.5 Public Consultation – No objections received.

3. Policy and Assessment:-

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

3.2 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.

3.3 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.

3.4 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.)

3.5 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.

3.6 Adopted Core Strategy:

3.7 CS1 - Focusing on a sustainable future

A) Sustainable growth, ensuring that new development is of a scale and location that complements the character and supports the function of individual settlements

B) Mixed adaptable neighbourhoods, that provide choices and effectively meet the needs and aspirations of the local community

E) Safe, accessible places that promote healthy lifestyles and provide easy access for everyone to jobs, shops and community facilities by walking, cycling and public transport

F) Distinctive places, that embrace innovative high quality urban design where it responds to positive local characteristics and protects the borough's biodiversity, unique landscapes, built character and historic environment

3.8 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 5% of new development will take place in the Secondary and Tertiary Villages named in the settlement hierarchy

CS3 - Addressing the borough's housing need

D) Ensure that new housing addresses local housing need by incorporating a range of different tenures, sizes and types of homes to create mixed and balanced communities. The precise requirements for tenure, size and type of housing units will be negotiated on a site-by-site basis, having regard to the Strategic Housing Market Assessment, Policy CS4 and the viability of individual sites

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

CS9 – Encouraging well designed distinctive places

A) Respond to and draw inspiration from the surrounding areas distinctive natural and built 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

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

G) Conserve and enhance biodiversity, landscape features and townscape quality

3.3 Interim Land Supply Policy

3.4 This policy only applies when the Council's Five Year Housing Land Supply utilised sites identified in the Strategic Housing Land Availability Assessment (SHLAA).

3.5 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 points A to N.

3.6 National Planning Policy Framework:

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.

4. Appraisal:

4.1 The application site is situated adjacent to the main entrance to the village of Scratby off Scratby Road. The site is to the south of the main village and is currently open in nature with landscaping around the edges. The land appears to be residential in use. The area is characterised as an attractive village entrance formed mainly of trees and decorative features. To the north are residential areas with agricultural uses to the east which includes a pick your own field. To the west are the commercial services associated with the village. The site is surrounded by thick vegetation and established trees.

4.2 The application is for outline permission with the access, layout and scale to be agreed at this stage. The landscaping and appearance would be determined at the detailed stage should this application be approved.

4.3 A proposed house was approved at committee to the south of 14 Beach Road and is shown on the plans. An application south of 14 Beach Road for a new dwelling was also previously refused which was upheld by the planning inspectorate.

4.4 The location has good access to the services and facilities of Scratby with a shop in close proximity. Scratby is classified as a secondary village under policy CS2 of the adopted Core Strategy and thus is expected alongside other secondary villages to take 5% of new housing. A development of this size is considered appropriate to a secondary village. A development of this size is not expected to significantly increase pressures on the surrounding services.

4.4 The proposal is outside the village development limit; accordingly policy HOU10 of the Borough Wide Local Plan is a key policy. The site is close to the village development limit on its northern side which runs along the eastern boundary of 14 Beach Road. The Interim Housing Land Supply Policy provides criteria for allowing developments outside the village development limit which should be attributed appropriate weight.

5.0 Assessment

5.1 The development could be considered acceptable in principal however it is recognised that the proposal is located outside the Village Development limits and under policy HOU10 which governs new dwellings in the countryside is restrictive about the type of housing allowed in the countryside usually limiting new housing to agricultural or business needs. However the Interim Housing Supply Policy does provide criteria for new housing that is positioned outside the village development limit but still adjacent. In addition policies CS2 and CS3 of the adopted Core Strategy

are also relevant. The Strategic Planning team were consulted and have recommended approval of the development as it will contribute to the Boroughs supply of housing.

5.2 The committee should note an appeal decision at 14 Beach Road in 2014. The inspector found that development south of 14 Beach Road would be harmful to the character of the area. The inspector stated that the site relates closely to the agricultural uses as opposed to the residential uses further north and stated that the land forms an undeveloped gap between the village of Scratby and Scratby Road. The proposal will result in the loss of separation between the village and road; this negative impact to character should be considered against Local Policy.

5.3 The proposal will broadly follow the established pattern of development in Scratby in following Beach Road around towards Scratby Road. The circular pattern of housing around a landscape feature (i.e. a pond) is considered a different layout to most of Scratby, but it does have the potential to form an attractive layout particularly for an edge of village development where a higher design quality would be expected. The quality of development will be largely determined by the landscaping and appearance which are matters to be agreed at a detailed stage.

5.4 The site layout encompasses two sets of three properties and a pair of semi-detached properties on the southern extent. The residential properties immediately north of the site are predominantly detached singular properties often bungalows, but there are houses on the northern side of Beach Road with examples of pairs of semi-detached houses. Committee would need to weigh up the overall impact upon character; it is officer's opinion that the layout could be deemed acceptable as it could lend itself to an attractive development. Criterion E of the Interim Housing Land Supply Policy states that layout should reflect the density and layout of the surrounding area unless these have been mitigated by well thought-out design. The layout is a matter for determination at this stage.

5.5 The placement of the development at the very entrance to the village in a visible location and as stated above the committee should weigh up the potential impact upon the character. It should be noted that the landscaping and appearance are reserved matters which are not be determined at this stage, what is show on the plans are only indicative. However there is the potential to form an attractive development which relates well to the rest of the development and can provide a positive visual landmark. It is recognised that there will be a loss of some of the open and green character, but the loss will mitigated by appropriate landscaping which will need to be carefully considered at the detailed stage. The existing trees and

hedgerows help add to the character and a condition ensuring retention of important trees should be considered. Criterion I of the Interim Housing Land Supply Policy states that the landscape should be enhanced. The development is described as cottage style which may provide some indication upon the final design, but again it is noted that this matter is not to be determined at this stage.

5.6 The applicant has stated that the scale (which relates to the size of the properties) is to be agreed at this stage. However the plans submitted are typical only and only show the elevations for the three joined properties. Accordingly the full height cannot be determined and details will need to be agreed at a later stage. The plans show that 8 reasonable sized properties with reasonable gardens could be situated onto the site.

5.7 The access is close to a junction and this was the subject of the only objection to the application which was raised by the Parish Council. The Parish Council have raised concerns that the junction is busy and that the visibility exiting the site is limited. Highways were consulted and they originally issued a holding objection to get amendments to the plan, namely a longer area of straight road at the entrance to the site. Once these amendments were made they did not object subject to conditions.

5.8 Part of the recommended conditions from highways are for offsite improvement works by installing a footpath. This will improve the sustainability and safety of the site meaning walking into the village of Scratby is easier. They have also requested conditions regarding the provision of construction workers traffic. Accordingly following highway recommendation the access is considered acceptable subject to conditions.

5.9 The development is not considered to significantly and adversely affect the neighbouring properties. There are no properties situated to the east which will be overlooked or overshadowed. To the north is 14 Beach Road itself and another site with planning permission that has not yet been built also under the ownership of the applicant. No neighbour objections were received.

6. RECOMMENDATION :- On balance it is recommended for approval, subject to all conditions ensuring a suitable development including details of landscaping and appearance as well as further details on scale. Subject to highway conditions, details of boundary treatments and potential future management of the site.



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: 06/17/0201/O
Date: 10 May 2017

My Ref: 9/6/17/0201
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jason

**Great Yarmouth: Development of site to create 8 new cottages with garages
Woodland 14 Beach Road Scratby GREAT YARMOUTH NR29 3AJ**

Thank you for your recent notification of of submission of revised plans for the above application.

Having considered the revised plan, I am satisfied that the proposed access to the highway now accords with present guidance. It should be noted that whist the access, if the development is permitted, will serve 10 properties but the Highway Authority accepts this development as being suitable to to accessed off a private drive.

Accordingly, my earlier holding objection is withdrawn subject to the following conditions being appended to any grant of permission your Authority is minded to make.

SHC 10 Prior to the commencement of the use hereby permitted the vehicular access (indicated for improvement on drawing number 1138/1 as revised) shall be upgraded / widened to a minimum width of 6 metres and provided with kerb radii of 6 metres in accordance with the Norfolk County Council residential access construction specification for the first 10 metres as measured back from the near channel edge of the adjacent carriageway. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: In the interest of highway safety and traffic movement.

Continued/...

- SHC 19 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. The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- Reason: In the interests of highway safety.
- SHC 23 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, garage accommodation on the site shall be provided with minimum internal dimensions measuring 3 metres x 7 metres.
- Reason: To minimise the potential for on-street parking and thereby safeguard the interest of safety and convenience of road users.
- SHC 24 Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking / servicing and turning waiting 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 28 Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.
- Reason: To ensure adequate off-street parking during construction 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 as indicated on drawing number 1138/1 as revised (namely the access and footway improvements) 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.

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

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 and Operations Group based at County Hall, tel: 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

ORMESBY ST MARGARET WITH SCRATBY PARISH COUNCIL

8 CHURCH VIEW
ORMESBY ST MARGARET,
GREAT YARMOUTH, NORFOLK NR29 3PZ
Tel: 01493 733037

Email:ormesbyclerk@btinternet.com

Highways

Re: Outline Planning Permission for Development of site to create 8 new cottages with gardens at Woodland, 14 Beach Road, Scratby, Great Yarmouth NR29 3AJ
Planning Ref: 06/17/0201/O

Dear Sir's

We would like to take this opportunity to raise our concerns as to the above mentioned planning application as follows:

- 1 With reference to the Design and Access statement enclosed with the above application it states that a conversation has been undertaken with Stuart French of Norfolk County Council to discuss the proposed access to the site. Initially it was proposed to provide a separate access, independent of the existing, however following discussions with Norfolk County council it was suggested that this would not be acceptable and it would be preferred to utilise the existing access.
- 2 With further reference to the Design and Access statement it also states under the heading Access Component/Vehicular and Transport links that the proposed development will have no impact on vehicular movement around the site.

It is the overall opinion of the Parish Council that this access is totally unsuitable to the proposed development for the following reasons:

- 1 The proposed site already has outline consent for a detached Bungalow which the Parish Council passed comment on at the time of that initial Planning application in that it was concerned about vehicles emerging from the site entrance onto a busy junction and to potentially unseen traffic from the right hand side around a bend with limited view.
- 2 Now with the additional latest planning application being submitted for the site with a potential of an additional 16 vehicles plus the potential 2 vehicles from the previous application it is considered that 18 vehicles emerging from the proposed site onto the junction is dangerous for vehicles and pedestrians.
- 3 The Junction is already a very busy, and has a major increase in vehicle movements during the Holiday season, also increased movements due to the busy Garden centre convenience shop being open past midnight, and continued increase of vehicles now attending the New Parish Hall site for various events and meetings.
- 4 That the Parish Council has a good understanding of the local traffic movements or potential problems or issues arising with the proposed Planning application based on its members living in the area and therefore passing comments based on their local knowledge.

We would ask you to therefore consider the Parish councils concerns when making additional comments to the proposed planning application.

Yours faithfully

Nigel Lee

Ormesby with Scratby Parish Council

Chairman: Adrian Peck

Clerk: Sue Eagle

from
To: Building Control Manager

My Ref: 06/17/0201/O

to
From: Development Control Manager

Date: 6th June 2017

Case Officer: Mr J Beck

Parish: Ormesby St. Marg 16

Development at:-

Woodland 14 Beach Road
Scrathby
GREAT YARMOUTH
NR29 3AJ

For:-

Development of site to create
8 new cottages with garages

Applicant:-

Mr T Philpot
Flat 2 Post Office Flats
Hall Quay
GREAT YARMOUTH

Agent:-

Mr A Middleton
23 Regent Street
GREAT YARMOUTH
Norfolk

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

REVISED DRAWING

NO ADVERSE COMMENTS

Please let me have any comments you may wish to make by 20th June 2017.

7-6-17

COMMENTS:

Application Ref	06/17/0201/O
Proposal	Development of site to create 8 new cottages with garages
Location	Woodland, 14 Beach Road, Scratby

Case Officer	Jason Beck	Policy Officer	Kimberley Dix
Date Received	10/04/2017	Date Completed	13/04/2017

Strategic Planning Comments

The proposal seeks the development of 8 new cottages with garages. The site is located adjacent to the settlement of Scratby which is identified as a Secondary Village in the Core Strategy settlement hierarchy. The site is adjacent to the existing Village Development Limits and is well located to access local village facilities. Policy CS2 indicates approximately 5% of new development will take place in the Borough's secondary and tertiary villages. Policy CS3 sets the Borough's housing provision for the plan period to at least 7,140 new homes, supporting those areas with the most capacity to accommodate new homes in accordance with Policy CS2.

The broader context in which the application should be judged includes –

- its potential contribution to overall housing delivery set out in the Core Strategy and the Council's five housing land supply; and
- national planning policy 'to boost significantly the supply of housing; and
- Housing White Paper's (Feb 2017) central aim to increase the supply of housing.

In Strategic Planning terms, I therefore recommend approval of the application unless there are specific reasons for not doing so. Should you have any queries, please do not hesitate to contact me.

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

Your Ref: 06/17/0201/O
Date: 24 April 2017

My Ref: 9/6/17/0201
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jason

**Great Yarmouth: Development of site to create 8 new cottages with garages
Woodland 14 Beach Road Scratby GREAT YARMOUTH NR29 3AJ**

Thank you for your recent consultation with respect to the above.

This development has been subject to pre-application advice primarily in relation to the access, to which I have given significant consideration to its location. However, you will be aware from the design and access statement that I have considered that the use of an existing access would be preferable to a new dedicated access which would be located nearer to the junction with Scratby Road.

The present access currently serves one property, but I am aware that there is an outline permission for a further property to also utilise this access. Whilst it is accepted that the proposals will lead to an intensification of use of the access, it is considered that it is unlikely it would give rise to a significant residual impact on the surrounding highway network.

The access is located in 30mph speed limit approximately 50m from the Scratby Road, which is considered an acceptable distance from the junction so that drivers can negotiate the junction without being directly confronted by turning traffic. The access affords appropriate visibility in accordance with current guidance.

I am minded of the bend in Beach Road to the north of the access and other junctions off that bend serving local services, business, etc. which are pre-existing, however, due to the location of the bend and junctions, etc. these are likely to constrain vehicle speeds in this area. I am also minded that vehicle flows are likely to change due to seasonal activities, but I am also minded that this is not the sole vehicle access route into Scratby.

Continued/...

The proposed development as far as I can ascertain is located outside the local development boundary and whilst this is an issue for the LPA to consider it does to a certain extent have some bearing also on transport sustainability. The development is for eight 3-bed residential units and whilst served by local bus services, given the location of the site I am of the opinion that residents will still be reliant on the private motor vehicle as the primary mode of transport. Whilst I would usually raise an objection in terms of transport sustainability, I am minded that given the surrounding residential area, which again is likely to be reliant on the private motor vehicle, this development is not going to have any significant impact in highway terms. Furthermore, the direct access to bus services and a local 'top-up' shop may well reduce vehicle movements, with the majority being linked trips. Therefore I will leave to the LPA to consider the issues relating to sustainability of the development as I appreciate that transport issues are only one factor when considering such matters.

Whilst given the above I do not consider that these proposals would, in highways terms, have a severe residual cumulative impact I do, however, consider that the applicant needs to give further consideration to the access to ensure safe and effective operation.

The width of the proposed access scales at approximately 6.0m which is acceptable but current guidance requires that this width should be extended over a length of 10m and that the drive should be perpendicular to the highway for the same distance. The present layout could give rise to vehicle arriving obliquely at the junction and, together with the tight internal radius, may result in vehicle using the full width of the access resulting in any vehicle wishing to turn from Beach Road being unable to do so.

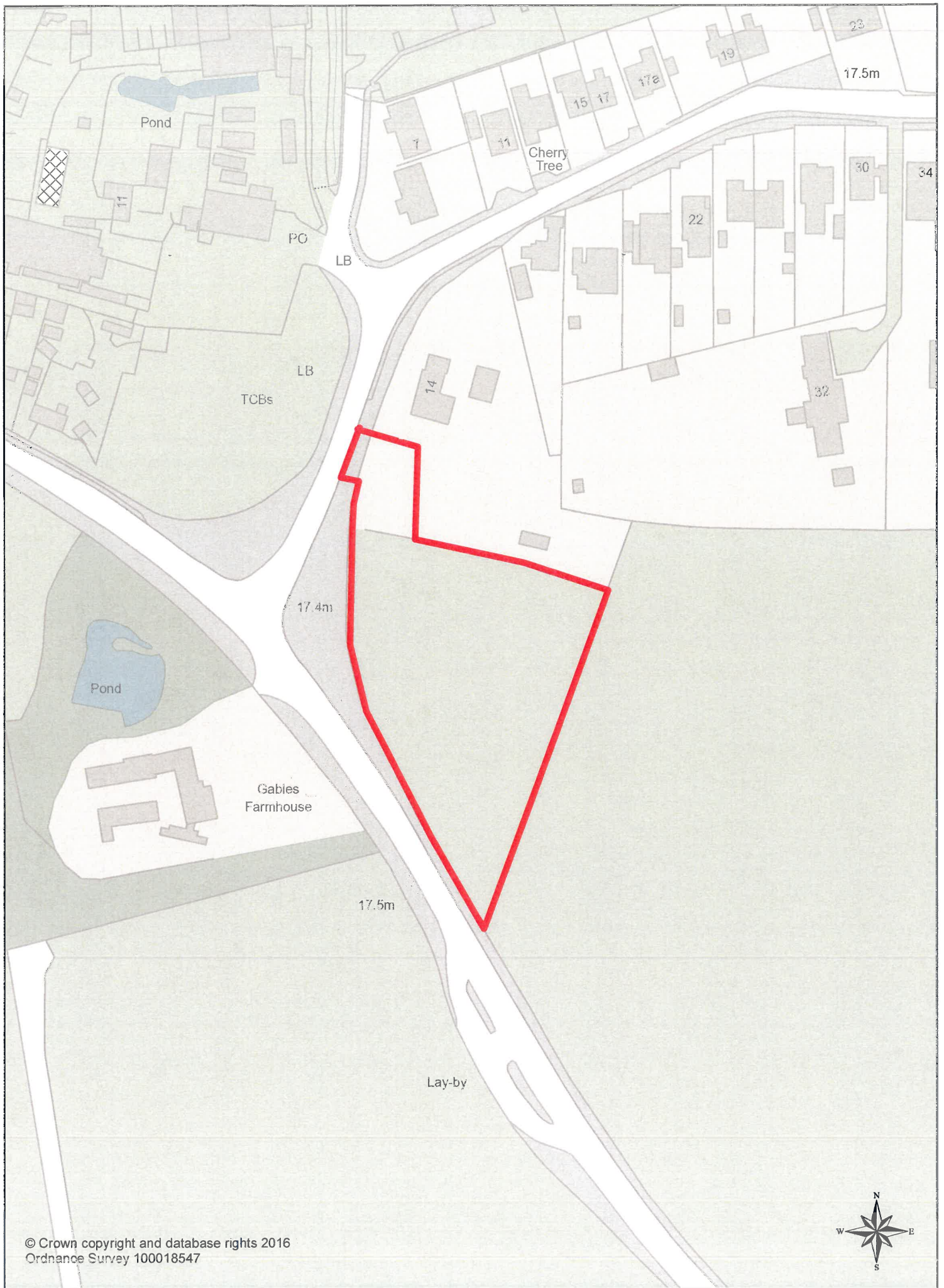
It is appreciated that this may have an impact on the present outline consent for the plot adjacent, or in deed the layout/number of properties proposed under this application but the scale of the development is such that an acceptable access for the development of the whole is required for acceptability in highway terms.

Accordingly I would request that the access design be reconsidered and an appropriate revision be submitted in order that I may comment further. Given the above comments in relation to access I would be grateful if you could consider this letter as a holding objection to this application.

Yours sincerely

Stuart French

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



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