

Town Hall Reception

Objection to proposed development 06/14/0168/F

date: 8/4/14 BY

I object to the propose development for the following reasons –

NOT ACKNOWLEDGED
NO ADDRESS SUPPLIED.

Un-adopting Drake Avenue

The plans dated 24/9/13 show the proposed un-adopted road ending at number 6 Drake Avenue. This has now been extended to include up-to number 12 Drake Avenue on the plans dated 7/3/14. Were the residents of Drake Avenue asked if they wanted an un-adopted road which could be prone to neglect by a private landlord? I know of nobody consulted regarding this.

These home owners need to be consulted since this has wide reaching implications. I feel an un-adopted road is a backwards step when a great many un-adopted roads are trying so hard to become adopted thus eliminating the cost and responsibility. Who will be responsible for the repairs to a road not covered by NCC and not owned by the homeowners on it? I object to this road being taken over by Saffron Housing without being consulted.

Parking provision on Drake Avenue

On Drake Avenue how many cars are you providing space to park for? This looks to be about 4 spaces for 12 houses. Going by the parking standards for Norfolk 2007 – 1 space per 1bed unit, 2 spaces per 2 or 3 bed unit, 3 spaces per 4 or more bed unit. The 12 houses on Drake Avenue have 3 bedrooms so require 24 parking spaces not 4. This road is incredibly busy when the field at the end is in use. Parking at these times is on the grass verge opposite and can easily extend onto Beatty Road. What are the plans to cater for this?

You will be providing 22 parking spaces for this proposed development of 12 dwellings, I can only see 20. Where are the missing 2? Are any of the parking spaces for this proposed development located on Drake Avenue?

Children travel to school and play in this area and would be put at additional risk by the increased traffic flow down this quiet cul-de-sac.

Loss of parking of Salisbury Road

This would cause severe parking problems if the parking facility currently provided by 'The Great Yarmouth Borough council (Off Street) Free Parking Places Order 1999', were lost. There is a desperate need for parking by the school, local residents, tourists etc. This development would cause a severe loss of amenity to the local neighbourhood.

Car/ Cycle parking

Car parking needs to be as per - the Norfolk.gov.uk website -

These standards assume a car parking space of dimensions 5.0m x 2.5m for spaces with short term/high frequency of turnover. For communal residential parking and for longer term/low



frequency of turnover parking a minimum space size of 4.8m x 2.4m will be accepted as recommended by Design Bulletin 32.

When parking is provided at right angles to the access roadway, a minimum aisle width of 6.0m is required to enable vehicles to enter and leave the parking spaces with minimum manoeuvring. It is assumed that car-parking layouts will be designed to make the most efficient use of available land, and include suitable landscaping.

Parking areas should be constructed and drained to an adequate standard so that the spaces provided are available at all times, e.g. they are not subject to flooding. I believe the parking spaces on this development are too cramped.

You have not taken into account the following requirement for cycle parking either -

Cycle parking class C3

None for individual houses with garages or rear gardens for a garden shed. For flats and developments with communal parking - Residents 1 space / unit Visitors: 1 space / 4 units.

Type 6 road

The plans state that the development will have type 6 roads.

As per Norfolk Residential Design Guide – February 1998' prepared, among others, by Mr M P Dowling, Borough Planning Officer, GYBC.

A type 6 road is for a mews area with a speed limit of 12mph.

Residents have a straight run along this road and will undoubtedly drive faster than this down what is a tiny road. This is incredibly dangerous, particularly for children unaccustomed to this type of road.

'The road must be 5.8m min including a 1m over run'.

What are the dimensions you have created? It was measured by a lady at the planning office at 4.5m.

There also needs to be access from a 'type 1, 2 or 3 road'.

NCC do not use these classifications instead they use A,B,C.. or unclassified. Drake Avenue is unclassified and as such does not fall within the categories suitable as an access road.

Emergency Access

There is insufficient room for emergency services to attend should there be need for fire, ambulance and police at the site together. The proximity to existing resident's fences could prove an additional fire hazard due to the proposed development units being 1m away.

Referencing the planningportal.gov.uk document Part B of schedule 1 to the Buildings Regulations 2000 (amended)

'Item 16.11 'Turning facilities should be provided in any dead-end access route that is more than 20m long (see diagram 50). This can only be hammerhead or turning circle, designed on the basis of Table 20.' Table 20 states that a fire and rescue service vehicle requires a minimum turning circle of 19.2m'.

I have measured the gap between Sandringham Avenue and Blake Road to be 15m, there is therefore insufficient room to provide a turning circle for a pump type appliance and the 'dead-end access route' is considerably longer than 20m.

Referring to diagram 50 it states that 'a rescue service vehicle should not have to reverse more than 20m from the end of an access road'. Due to the nature of the land involved and the Scania Emergency One fire engine used in Great Yarmouth, this is against building regulation thus prohibiting this development.

Ownership of land

I object that there was 'a vague mention of letting the residents buy the land' nearly 10 year ago, at a point when the council was in no position to sell it, since the ownership was 'apparently' unknown. Suddenly the ownership is known and belongs to the council (in 2013) - but no residents are asked if they wish to buy it, nor consulted or given any options before Saffron housing arranged a deal with the council. This deal affects everybody in the surrounding area but was arranged without any consultation with us, seemingly as an underhand way of pushing it through without opposition. I find the lack of consultation by councillors, particularly those representing this ward reprehensible.

Effect on local residents Amenity and Environment

This development is not in keeping with the local area. The local area consists of some of the most expensive and desirable houses in Great Yarmouth. They are 3 or 4 bedroomed detached or semi-detached 2 storey homes occupied by homeowners who have aspired to live in this sought after area. In order to own these homes these people have worked hard and strived to achieve what they have. They appreciate and respect the privacy and peace and quiet and have formed a community of like-minded people. Our shared objection to this development has brought these neighbours together in a way that we are all proud of. This proposed development is totally wrong for the harmony of this quiet neighbourhood, of young families, working and retired couples, people who have raised their families here and may have lived here for decades.

They are rated as bands C & D and are privately owned and occupied by the owners, for the most part. This proposed development will be for band A social housing, the majority of which are 1 or 2 bed bungalows, crammed into a slither of land, completely at odds with the existing residences.

At a recent council meeting a councillor stated that if the development went ahead it would be 'a slum within 10 years'.

Great Yarmouth Borough Strategic Land Availability Assessment Review 2012 stated that the 'site is unsuitable for residential development'.

Local Development Framework Housing Land Availability Assessment 2010 'concluded that residential development on the site should be discounted', from a briefings note to the Corporate Management Board 19/10/10 by Peter Warner.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February, 2001 Policy HOU15 2.5.2 states 'All housing development proposals... 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 environment to be created, including appropriate car parking and servicing provision'.

2.5.1 states 'All new housing development proposals should have regard to their effect on existing residential property or other adjacent land uses, the character of the environment in which they are located, the need for adequate access for dealing with traffic generation (including approach roads) and the provision of adequate services'.

2.5.3 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'.

8.2.11 states 'In regard to the natural environment the scattered nature of settlements is one of the characteristic features of the local landscape. Areas of open landscape surrounding the main urban area and other settlements provide a physical separation between those settlements and in some instances form landscape extensions into the built up area. It is important to safeguard those areas, which prevent urban sprawl and the coalescence of settlements. The green wedges not only provide a welcome break between settlements but also provide the most readily accessible countryside to residents for recreational and leisure pursuits'.

10.6 states 'In regard to amenity space in urban areas that developments which would erode the provision for amenity, open space or any other land which contributes positively to the community or street should be refused'.

I agree with the above and suggest that in reading this it is inevitable to conclude that this proposed development causes complete loss of amenity for the local neighbourhood and a loss of a well-used community asset. This land has been the responsibility of the council for a great many years, yet has been almost completely neglected to the detriment of people living in the area. The council should cherish this space, tidy it and develop it into a parking area and maintained garden area. Local residents feel this is the best use of this land and would support something along these lines if consulted.

Great Yarmouth Borough Council
Customer Services

23 APR 2014

Mr B M and Mrs S A Griffen
8 Blake Road
Great Yarmouth
Norfolk
NR30 4LT

4th April 2014

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



DM

Dear Sirs,

Planning Application 06/14/0168F
Location: Salisbury Road, Great Yarmouth

In response to your letter dated 20th March 2014, we are writing to express our concerns about the proposed development of 12 residential units at Salisbury Road, Great Yarmouth.

Our main concern relates to parking in the area. The Great Yarmouth High School car park is insufficient to service all of the school's employees as it is. The overspill tend to park on the car park where the housing development is proposed and on Blake Road and Salisbury Road. We understand that the school will shortly increase its capacity from 500 students to 900. This will mean additional staff (presumably almost double the current amount) and additional parents dropping/collecting their children by car as well as additional coaches/buses taking students off site during the day. Where are these people going to park in an already densely populated area where parking is insufficient to meet existing needs?

We note from the plans that several of the properties are 4 bedroomed and the proposed parking for the properties is insufficient to service the number of people who will likely be living in the units, let alone any visitors that they might have.

There is already an issue with cars being parked on kerbs and in such a manner that blocks the road. These road infractions are likely to be more frequent if the proposed plan goes ahead (due to the insufficient parking and increased population) in which case how will the emergency services gain access in the event of an emergency? Our own property backs on to the land where the development is proposed. What access would emergency services have if there was a fire at the rear of our property?

We understand that the units will be used to house vulnerable people. No further information has been made available, so far as we are aware. We have concerns as to the type of vulnerable person that will be residing so close to the school not to mention our own property.

The plans do not allow for any proper garden space despite some of the properties being 4 bedroom. Where will the children that will be housed play? The proposed unit is likely to lead to an increase in anti social behaviour which will be to the detriment of the local community.

The sewers at the top of Blake Road tend to flood whenever there is a large downpour of rain and the appropriate agency have to deal with this issue. What impact will the proposed development have upon the sewerage system that is in place? Is it not the case that the land has already been assessed and deemed unsuitable for residential properties?

The proposed development is not central and there will be an impact upon the public transport services which are already heavily used by the children travelling to and from school. Additional bus service would be required and there would be an expense to the council in providing for this.

Another concern that we have relates to the Highways Agency and the 'unadopted' status of the roads on site of the proposed development. Whose responsibility will it be to build and maintain the roads? Again how will the emergency services access the proposed units and the properties either side on Blake Road and North Denes Road in the event of an emergency?

The local residents are so fundamentally against this development (as evidenced by a local resident's meeting which you will undoubtedly have been made aware of) that there is a definite prospect of hostility and potential for breaches of the peace if the development goes ahead. Not ideal circumstances for a housing estate which is proposed for vulnerable people?

We do not feel that we have been properly consulted about the proposed development, especially prior to the land being sold to Saffron Housing. Our views have not been properly canvassed. Where objection has been raised to the development this does not appear to have held any weight or been taken into account when decisions have been made. We have not been given the opportunity to purchase the land directly at the rear of our property. We would be extremely interested in this had there been a formal offer, not least given that the entire piece of land has reportedly been sold for £1.

We are vehemently against the development being approved as drawn. The land, in our view, is not suitable for residential use and is already a vital resource to the local community for much needed parking space. If the Council wishes to relinquish responsibility for the land (and the costs that will be associated with that) then the land should have been gifted or sold to the adjoining houses or else gifted or sold to the school for parking.

Regards

Mr F. [Signature]

Jill K. Smith

From: Dean A. Minns
Sent: 08 April 2014 16:47
To: Jill K. Smith
Subject: FW: Planning Application 06/14/0168/F

Jill

Dean Minns
Group Manager Planning
Great Yarmouth Borough Council

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Great Yarmouth Borough Council - Customer Focused, Performance Driven

It takes 24 trees to produce 1 ton of office paper! Think... is it really necessary to print this email?

From: Dean A. Minns
Sent: 08 April 2014 16:46
To: 'Pippa Futter-South'
Subject: RE: Planning Application 06/14/0168/F

Dear Mrs Futter-South

I acknowledge receipt of your correspondence.

Regards

Dean Minns
Group Manager Planning
Great Yarmouth Borough Council

Telephone: 01493 846420
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It takes 24 trees to produce 1 ton of office paper! Think... is it really necessary to print this email?

From: Pippa Futter-South [<mailto:pippafuttersouth@yahoo.co.uk>]
Sent: 08 April 2014 14:47
To: Dean A. Minns
Subject: Planning Application 06/14/0168/F

Dear Mr Minns

Ref: Planning Application No.06/14/0168/F - Proposed development of 12 affordable residential units with associated landscaping, parking & highways works by Saffron Housing.

Further to my letter of objection dated 2nd April, which was hand-delivered to the Town Hall, please find attached a letter detailing further objections.

I have also attached a copy of my first objection letter.

I would be grateful if you could acknowledge receipt of both letters and give them due consideration.

Many thanks for your assistance in this matter.

Kind regards

Mrs P Futter-South

Mrs Futter-South
76 North Denes Road
Great Yarmouth
Norfolk
NR30 4LU

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

2nd April 2014

For the attention of Mr Dean Minns, Group Manager (Planning)

Dear Mr Minns

Reference: Planning Application No.06/14/0168/F
Proposed development of 12 affordable residential units with associated landscaping, parking & highways works by Saffron Housing.

Thank you for your letter dated 20th March 2014 in which you informed me of the above planning application. I write in connection with the above planning application. I have examined the plans and I know the site well. I wish to make you aware of a number of strong objections that I have with regard to the proposed development. As an immediate neighbour to the site of the proposed development, I am of the opinion that the proposed development will have a serious impact on my standard of living. I object strongly to the development of these residential units in this location and my specific objections are as follows:

1. Local Development Framework Housing Land Availability Assessment, 2010

As part of the Local Development Framework Housing Land Availability Assessment in 2010, an appraisal of the land took place and the assessment review concluded that residential development on the site should be discounted. This was referenced in a briefing note to the Corporate Management Board 19/10/10 by Head of Planning Peter Warner (see appendix A).

Great Yarmouth Borough Strategic Housing Land Availability Assessment Review (SHLAA) of 2012 – Site is not suited to development

Great Yarmouth Borough Strategic Housing Land Availability Assessment Review of 2012 noted that the land between Barnard and Salisbury Road, Great Yarmouth (Ref GR15) was deemed unsuitable for residential development (see appendix B). The report states the following "The site is tightly constrained by its shape and location, between the backs of two terrace rows. The north and south of the site are not wide enough to accommodate a dwelling whilst still managing to accommodate access to the rear. It is for these reasons the site is deemed unsuitable for residential development". The SHLAA map also states that the land between Barnard and Salisbury Road, Great Yarmouth (Ref GR15) in "not currently developable" (see appendix C).

2. Detrimental impact upon residential amenities

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy SO2 0.6.4:
New policy SO2 development will only be permitted where community facilities, essential infrastructure, services and other amenities are adequate or where there is a firm undertaking or agreement to make necessary or appropriate provision that is relevant and directly related to the proposed development.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU7 2.3.9:
Policy HOU7 states that new residential development may only be permitted if the following criteria is met:

- *The proposal would not be significantly detrimental to the form, character and setting of the settlement*
- *All public utilities are available including foul or surface water disposal and there are no existing capacity constraints*
- *The proposal would not be significantly detrimental to the residential amenities of adjoining occupiers or users of land*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU15 2.5.2:
Policy HOU15 states 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

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 2.5.1:
The plan states all new housing development proposals should have regard to their affect on existing residential property or other adjacent land uses, the character of the environment in which they are located, the need for adequate access for dealing with traffic generation (including approach roads) and the provision of adequate services.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU16 2.5.3:
Policy HOU17 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.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU16 2.5.3:
Policy HOU16 states a high standard will be required for all housing proposals. A site survey and landscaping scheme will be required with all detailed applications for more than 10 dwellings these should include measures to retain and safeguard significant existing landscape features.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 7.6.4:
states in regards to surface and foul water disposal that both Anglian Water Services Limited (AW) and the Environment Agency consider that, in assessing new development proposals, they will expect applicants to provide or indicate the provision of a comprehensive drainage strategy for all new development areas. This is to ensure that the surface water drainage system is both adequate in terms of capacity and that effluent and possible pollutants are not discharged to watercourses. Detailed feasibility studies may be required to determine the optimum location and route (both in terms of practicality and cost) for both foul and surface water drainage systems.

I am concerned that the proposed development is in contravention of these policies. It does not respect local context and street pattern, in particular the scale and proportions of surrounding buildings, and would be entirely out of the character of the area, to the detriment of the local environment. The proposed development is for social housing specifically 8 x one-bed bungalows, 2 x two-bed bungalows and 2 x two-bed semi-detached two-storey houses proportions of which are a great deal smaller than neighbouring properties so the scale and design of the development is entirely out of keeping. The layout and siting, both in itself and in relation to adjoining properties is inappropriate and unsympathetic to the appearance and character of the local environment.

The proposal will demonstrably harm the amenities enjoyed by local residents, in particular the loss of safe parking areas, valuable open space and the right to enjoy a quiet and safe residential environment. It is also detrimental to the form, character and setting of the neighbourhood. In addition, it will place a burden on the water and sewerage drainage system.

The proposed development will also result in the loss of existing views from neighbouring properties and would adversely affect the residential amenity of neighbouring owners as well as the potential for a drop in property value.

3. Adequacy of Infrastructure and drainage

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU7 2.3.9: *Policy HOU7 states that new residential development may only be permitted if the following criteria is met:*

- *All public utilities are available including foul or surface water disposal and there are no existing capacity constraints*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 7.6.4: *states in regards to surface and foul water disposal that both Anglian Water Services Limited (AW) and the Environment Agency consider that, in assessing new development proposals, they will expect applicants to provide or indicate the provision of a comprehensive drainage strategy for all new development areas. This is to ensure that the surface water drainage system is both adequate in terms of capacity and that effluent and possible pollutants are not discharged to watercourses. Detailed feasibility studies may be required to determine the optimum location and route (both in terms of practicality and cost) for both foul and surface water drainage systems.*

I believe the proposed development goes against the above policies. The existing sewerage system has failed twice before. I am concerned about the impact of the proposed development on surrounding properties in terms of drainage and in placing undue pressure on the current sewerage system. I am concerned about the potential risk of the sewerage system malfunctioning again and contaminating land close to my property. The SHLAA report states that "Anglian Water have indicated that infrastructure upgrades for sewerage treatment would be required- which could include flow attenuation for foul water connection. No capacity for surface water sewers - SUDs solution would need to be explored" (see appendix B).

4. Environmental Habitats and Impact

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU 4 2.3.3; *Policy HOU4 proposals for residential development in excess of 10 dwellings will be required to comply with the following criteria:*

- *There will be no loss of sites of landscape or wildlife importance*

I am concerned that the proposed development contravenes the following laws regarding protected species: Wildlife and Countryside Act (1981) (as amended); the Countryside and Rights of Way Act, 2000; the Natural Environment and Rural Communities Act (NERC, 2006); and by the Conservation of Habitats and Species Regulations (2010). I am specifically concerned about the impact on the bat population in the local environment. The proposed development site is home to bats, which can be seen in this area over the summer months. Any development will jeopardise bat nesting sites. The Bat Preservation Trust states that "legislation dictates that any structures or place which a bats use for shelter or protection are protected from damage or destruction whether occupied or not". The proposed development is within 500m of the North Denes SPA (see appendix B).

I am also concerned about the level of contaminants thought to be located at the site of the proposed development due to its previous uses. The Environmental Protection Act 1990 Part 11V stipulates in its legislation that a council is required to inspect its area and determine whether any land is "Contaminated Land" (see appendix D).

5. Protection of valuable open space

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 8.2.11: *states that in regards to the natural environment the scattered nature of settlements is one of the characteristic features of the local landscape. Areas of open landscape surrounding the main urban area and other settlements provide a physical separation between those settlements and in some instances form landscape extensions into the built up area. It is important to safeguard those areas, which prevent urban sprawl and the coalescence of settlements. The green wedges not only provide a welcome break between settlements but also provide the most readily accessible countryside to residents for recreational and leisure pursuits.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy NNV5 8.2.12: *states that in regards to the natural environment development would not impinge on the physical separation between settlements.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 8.2.17: *states in regards to open space in settlements that open spaces within built areas are a valuable and non-renewable resource. Parks, playing fields, school fields, informal open space, private open space, allotments and cemeteries can provide opportunities for recreation, relaxation and also form wildlife refuges in the urban environment.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy REC11 10.6: *states in regards to amenity space in urban areas that developments which would erode the provision of amenity, open space or any other land which contributes positively to the community or street scene should be refused.*

I am concerned that the proposed development is in contravention of these policies. The proposed dwellings will alter the area and amount to cramming. It will result in the loss of valuable open space and amenity enjoyed by local residents and visitors to the area.

6. Highway safety, inadequate parking and the Impact on Traffic

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU 4 2.3.3; *Policy HOU4 proposals for residential development in excess of 10 dwellings will be required to comply with the following criteria:*

- *Satisfactory access could be made available and traffic generated by the proposal would not have a significant effect on the local highway network*
- *There will be no loss of sites of landscape or wildlife importance*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 3.6.2: *states in regards to car parking provision that the most recent survey (1993) concluded: "It is evident that there is still not enough car parking capacity available within the Great Yarmouth town centre or the seafront holiday areas to satisfy demand and future increases in vehicle ownership and usage.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU15 2.5.2: *Policy HOU15 states 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.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 2.5.1: *Plan states all new built housing development proposals should have regard to their effect on existing residential property or other adjacent land uses, the character of the environment in which they are located, the need for adequate access for dealing with traffic generation (including approach roads) and the provision of adequate services.*

The proposed development would have an adverse impact on the area adjacent to the site as well as the surrounding area. I believe it is contravention of the above policies.

The proposed development includes dedicated parking spaces for each new residential unit and a few for visitors to the development. This will result in the loss of the car park currently located on this land, and would significantly reduce the current number of car parking spaces available to existing residents, local workers and visitors to an unacceptable level. The current arrangement is a valuable amenity for this neighbourhood (see attached photographs A).

This proposal could lead to vehicle overhanging the adopted highway verge/road to the detriment of other road users inevitably putting more of a burden on highway safety. Overspill parking will occur on Blake Road, Salisbury Road and Collingwood Road, which will reduce the available road width to the detriment of road safety. Exiting these roads at certain times during the day is hazardous as cars already park on junctions causing obstruction (see attached photographs B/C).

The proposed development will generate a significant increase in the volume of local traffic around the area of the development, which will compromise the safety of pedestrians, particularly schoolchildren walking to and from Great Yarmouth High School, and other road users.

7. Detrimental impact on tourism

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 3.6.2: *states in regards to car parking provision that the most recent survey (1993) concluded: "It is evident that there is still not enough car parking capacity available within the Great Yarmouth town centre or the seafront holiday areas to satisfy demand and future increases in vehicle ownership and usage.*

Great Yarmouth Borough-Wide Local Plan (2001), Policy TR20 5.9.2: *states in areas of 'residential and/or holiday accommodation' development of vacant plots, and reconstruction, extension or alteration of buildings that requires the grant of planning permission will only be permitted if the applicant can demonstrate that the*

- *local highway network would be capable of accommodating traffic attributable to the proposal*
- *the development can be adequately serviced*
- *car parking can be provided in accordance with the council's parking and servicing standards*

I am concerned that development will result in significantly reduced parking leading to a negative effect on tourism. My road has a mix of private dwellings, multiple occupancy housing and tourist accommodation. The area of North Drive attracts holidaymakers throughout the season who utilise parking facilities in the area of the proposed development.

8. Emergency Access

The proposals for internal movement within the site are unacceptable and will create conflicts between pedestrians, cyclists, vehicular movements and in particular emergency vehicles as the land sited for development is not wide enough for vehicles to turn safely. Moreover, should an emergency incident take place in one of the properties to the centre of the development this will lead to a backup of emergency vehicles on the access road within the site, causing further risk and barriers to emergency vehicles carrying out their business.

9. Ownership of Land is Unclear

Great Yarmouth Borough Strategic Housing Land Availability Assessment Review of 2012 states within the report "...site ownership is unknown. Without concluding the actual ownership of the land, the intentions to develop cannot be confirmed, therefore it is considered that the site is not immediately available for development" (see appendix B).

10. Planning History

A planning application 06/05/0632/O was made by the Council's Property Services Unit in August 2005 for a two-storey dwelling House but this was withdrawn 18/09/2006, prior to determination. Local Residents objections to this development included loss of privacy and concerns about overlooking. Local residents were supportive that the area be used for car parking. (see appendix A). The SHLAA report stated, "The site is constrained by its irregular site layout and is unable to accommodate proposed residential potential at this density. The constraint is unlikely to be overcome as the size of the site does not allow sufficient flexibility" (see appendix B).

11. Human Rights Act and Noise disturbance

The proposed development will affect me directly by preventing me from enjoying my property in the same way as I do now. Increased noise from cars driving and parking behind my house will cause disturbance in what is currently a quiet area. Noise and disturbance from an additional 32 residents in close proximity to my own property will have a detrimental impact on my privacy and the quiet enjoyment I currently have in my garden. In line with the Human Rights Act, Protocol 1 Article 1, I have a right to peaceful enjoyment of all my possessions, which includes my home and other land. Additionally, Article 8 of the Human Rights Act states that *"a person has substantive right to respect for their private and family life"*. My private and family life encompasses my home and my surroundings.

12. Support of local community groups

People of North Yarmouth (PoNY) is concerned about the proposed development, particularly its impact on local parking and road safety.

Brandon Lewis MP has indicated that he is concerned that the proposed development will negatively affect residents specifically in regards to road safety and parking.

The planning application states in Section 14 that the land is vacant but I dispute this. A proportion of land is set aside by Great Yarmouth Borough Council to provide free parking and is operated under the Great Yarmouth Borough Council (off street) Free Parking Places Order 1999 (see attached photographs A). This designated car park is utilised by local residents, by Great Yarmouth High School staff and by customers of the Post Office and McColl's convenience shop. It is also used as parking for delivery vehicles for the shop. It has been enjoyed by local residents as a public right of way having been used for over 50 years, and provides safe access for High School pupils to the school playing fields located off Drake Road.

I trust that my objections will be put before the Planning Committee in due course prior to a decision being made on this application and that my objections will be taken into consideration when deciding the application.

Yours faithfully,

Mrs P Futter-South

Mrs Futter-South
76 North Denes Road
Great Yarmouth
Norfolk
NR30 4LU

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

8th April 2014

For the attention of Mr Dean Minns, Group Manager (Planning)

Dear Mr Minns

Reference: Planning Application No.06/14/0168/F
Proposed development of 12 affordable residential units with associated landscaping, parking & highways works by Saffron Housing.

Further to my letter dated 2nd April 2014, (for which I am awaiting acknowledgement) which outlined my objections to the above planning application, I now write to outline further objections.

As an immediate neighbour to the site, I am of the opinion that the proposed development will have a serious impact on my standard of living. I object strongly to the development of these residential units in this location and my specific objections are as follows:

1. Highways Act 1980 Part III Section 31

31.1 Dedication of way as highway presumed after public use for 20 years: *Where a way over any land, other than a way of such a character that use of it by the public could not give rise at common law to any presumption of dedication, has been actually enjoyed by the public as of right and without interruption for a full period of 20 years, the way is to be deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it.*

I object to the proposed development on the basis that it contravenes the Highway Act 1980. The public and, more specifically, my neighbours, the local community, visitors, schoolchildren and I have all, in one way or another, used this piece of land without interruption for a full period of 20 years. At no time has the owner erected a notice inconsistent with the dedication of the way as a highway and in the absence of proof of a contrary intention the public have enjoyed this amenity for a considerable length of time.

2. Access to public highway

My property has enjoyed uninterrupted use of access from the rear of its garden directly onto the adopted public highway for over 50 years. I object to the proposed development, as this will infringe on my quiet enjoyment of this access onto this valuable community amenity green space.

3. Protection of water supply

I am concerned that the proposed development may result in contamination of the water supply and water table as the land is contaminated due to its previous use. I am concerned therefore about the consumption of safe drinking water.

4. Building Regulations 2000 for England and Wales which came into effect April 2007

The distance between my boundary wall and the rear boundary wall of Blake Road is approximately 19 metres. I am concerned that the proposed development does not meet the minimum requirements for the safe access of fire/emergency vehicles. I note from the above regulations that the turning circle for fire appliances needs to be 19.2 metres and that these vehicles should not reverse more than 20 metres. Fire appliances are not standardised appliances either, which is problematic. The proposed development will compromise safety.

5. Loss of public amenity and public safety

I object to the proposed development on grounds of public safety. Great Yarmouth High School currently has 900 students and pupil numbers are set to rise considerably, to 1,400 within five years. The school has used the land proposed for development for over 50 years as a safe and accessible route to their playing field. The development will result in the loss of this valuable public amenity and prevent the safe passage of children between school and playing field. I am concerned that this development will directly impact safeguarding of pupils and staff from the high school. I have a vested interest in Great Yarmouth High as it is the catchment school for my child and this development will undoubtedly cause concerns about the safety of my child in accessing the school's facilities.

I also object to the development on the grounds that this amenity is utilised for parking, and the proposed development will result in the loss of valuable parking spaces utilised by local residents, high school staff and parents and visitors to this area.

I further object on the grounds that this development will result in the loss of public access to and the enjoyment of this well-used, valuable open space and amenity for its existing users.

Yours faithfully,

Mrs P Futter-South

Mr. Minns

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

Mr. & Mrs. J. Capon
15 Blake Road
Great Yarmouth
NR30 4LT

07/April/2014

For the attention of Mr. Dean Minns, Group Manager (Planning)

Dear Mr. Minns

Ref: - Planning application No.06/14/0168/F



We would like to strongly object to the above application for the following reasons.

- . The ownership of the land is unclear.
- . The council has recently rejected the site as unsuitable for development (SHLAA of 2012).
- . Planning has previously been denied because of problems getting the emergency services in and out of the site.
- . Is there really a case for cramming A rated dwellings between two D rated properties. Surely our ratable value will have to be adjusted downwards in keeping with the proposed dwellings.
- . This access will be further restricted by the proposed layout of the site as vehicles will only be able to enter or leave the site one at a time as there is not room for a double roadway. Which could have a devastating effect if one car was to block the way in or out.
- . My human rights to continue to enjoy the unrestricted access and peaceful quality of life we have enjoyed behind our property.
- . The road is unadopted, and Norfolk county council does not intend to change this status, Who will pay the upkeep. I hope that burden will not fall on the rate payer.
- . The site is not wide enough for suitable habitable dwellings to be crammed in-between the two existing houses either side of the proposed development.
- . We have previously requested to buy the piece of land behind our property (see attached)
Should we not have been given the same opportunity as Saffron Housing to purchase for a nominal fee.

. There is government money available to develop areas for the good of the community, would that not be a better option.

. It would be better for the environment to allot the areas behind the existing buildings, with an unadopted path down the centre, for a nominal fee of course, to those who wish to extend their gardens or build allotments creating a more environmentally friendly green space in an already built up area. Which would benefit the Birds frogs, and other wildlife that already inhabit the area.

. The area to the front of the proposal is currently used by the school as an overspill car park as well as by customers using the local convenience store.

. The school is going to increase the number of pupils by 900. This is only going to add to the existing parking problems.

. The school children use the passage as a safe route to the playing field.

. We already have reoccurring Drainage problems in the immediate area, this proposal can only add to those problems. Who will foot this bill when we have drainage problems in the future.

. The proposal will place a large number of single people with various needs into a family orientated area, this will cause some problems. This is not acceptable.

. Trade vans i.e. Plumbers Electricians and Builders use the area while working locally keeping the surrounding roads free of congestion.

I have attached some photographs of the areas parking problems, and my previous application to purchase the area behind my property as well as the photograph from this week's Mercury which demonstrates the narrowness of the proposed area.

. Drake Avenue will become a through way. It is already congested when the playing field is in use, what alternative parking will be made available.

Thank you for taking the time to read our objections, I hope you will be able to appreciate some, if not all of our concerns.

Let us keep Yarmouth Great.

Mr. & Mrs. J. Capon

re Planning App:- 06/14/0168/F



4/3/2014 Re Planning App:- 06/14/0168/F



Re. Planning App:- 06/14/0168/F



6 Re. planning App. - 06/14/0168/F



re-Planning App- 06/14/0168/F



Re. Planning app - 06/14/0168/F



re. Planning app:- 06/14/01681F



re: Planning App:- 06/14/0168/F





Mr & Mrs J Capon
15 Blake Road
GREAT YARMOUTH
Norfolk NR30 4LT

Property Services

Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Please ask for: **Mr D Colman**
Direct Line: (01493) 846126

Switchboard: (01493) 856100
Fax: (01493) 846400
DX: 41121 – Great Yarmouth

Web: www.great-yarmouth.gov.uk
Email: dkc@great-yarmouth.gov.uk

Our Ref: DKC/P/M251

26 September 2005

Dear Mr & Mrs Capon

PLANNING APPLICATION 06/05/0632/0
ERECTION OF A TWO-STOREY DWELLINGHOUSE AT SALISBURY ROAD (FORMER
RAILWAY LAND) GREAT YARMOUTH NORFOLK

Thank you for your letter of 14 September.

Your desire to purchase the area of land directly behind your house is duly noted, however, at present the future use of the whole of the land is undecided and on that basis it would not be prudent to sell you the piece of land that you requested.

I hope this is of assistance to you.

Yours sincerely

D K Colman
Valuation Surveyor
for Head of Property Services

Head of Department – Robin Neve

Are new homes being 'squashed' onto land?

By LUCY CLAPHAM

lucy.clapham@archani.co.uk

Opposition is mounting against plans to build 12 affordable homes on a thin strip of land in Great Yarmouth.

Residents living around the site off Salisbury Road are so concerned about the bid to build 10 bungalows and two houses on it they have now formed a committee to fight the proposals.

The plot, a narrow corridor of former railway land between Sandringham Avenue and Blake Road, is used by residents as an area for parking, as well as a spot where children can play and is a popular short cut for high school students walking to their playing fields.

Those living nearby are concerned that too many homes are being squashed onto the land and fear for the impact it will have on parking and road safety.

On Wednesday more than 40 residents met to discuss the plans and pledged to fight the development after forming a committee.

Pippa Futter-South from North Denes Road, is among those concerned by the proposals put forward by Saffron Housing Trust.

The mum-of-one said: "None of us have anything against what they're trying to achieve. It's the fact it's this land."

"We're concerned about road safety, the roads are chock-a-block block with the school. You can't pull out of Blake Road and Collingwood Road in the mornings, and emergency vehicles, how are they going to turn?"

"And these bungalows are going to be built 2 metre away from of the backs of our neighbours' fences."

Mrs Futter-South, 42, said the land - which is owned by Great Yarmouth Borough Council - had a history of potential development, but residents had been left particularly "frustrated" by the lack of updates and consultation from the authority about the Saffron plans.

"Their negotiation with the community to see how people feel about this piece of land has been very hit and miss," she added.

Saffron Housing, which bought Trafalgar House and the old fire station in Great Yarmouth from the



council for a £1 last year, said it had taken residents' comments on board following a public display.

John Whitelock, Saffron's director of new business, added: "Our architects have produced a sympathetic design with no overlooking, and modifications were made where possible in response to comments received from the open information event."

Cllr Colin Fox, ward member for Yarmouth North, understood residents' concerns and said he had called for a discussion when the council recently debated what to do with the land.

"My choice was always that it should be direct council housing. But I'm reassured in the sense that because it's a housing association they're not trying to squeeze in shoeboxes to get the most possible money," he added.

"We do have a serious problem with the amount of houses and land available to us. We have got people wanting to downsize and we don't have the houses [to put them in]."

"This is an attempt to try and address those needs so people can stay in their communities."

CHANGE: The former railway track bed between Salisbury Road and Drake Ave, bordered by Blake Road to the east and Sandringham Ave to the west is earmarked for development. Pictures: JAMES BASS



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

Naomi Hills
39 Blake Road
Great Yarmouth
Norfolk
NR30 4LT

Town Hall Reception

date: 8/4/14

07 April 2014

For the attention of Mr. Dean Minns, Group Manager (Planning)

Dear Mr. Minns,



Re: Planning Application Number 06/14/0168/F

Proposed development of 12 affordable residential units, Salisbury Road.

I am writing to strongly object to the above proposed development.

I have several reasons for my objections. My first objection is related to the cramped nature of the development itself. I currently live in a property which will back directly onto the development and from the plans which I have seen at the open evening with Saffron Housing, the property behind my home is only a metre away from my fence. I do appreciate that some consideration has been made to design the proposed bungalows to try to ensure that we are not overlooked, however, my home is one of the few which is located on higher ground on Blake Road and anything higher than five feet in height, in the proposed site, is visible from my property and garden. I, amongst many others, currently enjoy a quiet and peaceful area, which this proposed development will eradicate.

My next objection is related to parking. Most houses on our road have driveways which are used and yet, the road is still congested. As the proposed site is currently used for a large quantity of vehicles from the local community, this proposed development, with the increased local population and their visitors, will only create more of a congestion problem.

During school hours and evening activities at the school, we already have a large build-up of traffic and parked vehicles. The junction at the south end of our road is often difficult to navigate out of, as there are vehicles parked on double yellow lines and single white lines, which obscure my view.

I also have concerns about the environmental impact this development will have upon the local wildlife. We currently enjoy many types of wildlife and even bats during the summer months.

I appreciate that there is a need for more homes, but I feel that this location is not suitable and the proposed units are detrimental to the visual impact of the area, as they look out of place to the existing buildings. Currently, the grounds of Northgate hospital is under potential development for more housing in the area and I feel that concentration should be focused on larger plots of land, rather than a narrow strip of land at the back of my home.

I trust my objections will be taken into consideration when deciding the application.

Yours sincerely,

Naomi Hills

Town Hall Reception

date: 8/4/14

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



Wesley Hills
39 Blake Road
Great Yarmouth
Norfolk
NR30 4LT

07 April 2014

For the attention of Mr. Dean Minns, Group Manager (Planning)

Dear Mr. Minns,

Re: Planning Application Number 06/14/0168/F
Proposed development of 12 affordable residential units, Salisbury Road.

Further to the above planning application, I have taken the opportunity to examine the plans in full, and as I have lived in North Yarmouth for the past 37 years, I feel that I know the site and community well. Therefore, I have a number of strong objections relating to this proposed development, which are as follows:

Adverse effect on the residential amenity of neighbours

I currently live in a property which neighbours the proposed site and this development will have a large negative impact on my standard of living. The increased noise and disturbance of traffic from the potential residents and their affiliates will negatively impact on the current tranquillity and natural wildlife of the area.

I have seen many varieties of birds (such as Magpies, Blue tits, Yellow tits and Robins), and frogs and newts within the boundary of my property. During the summer months, the proposed development site is home to a large quantity of bats, and I am concerned what this development will do the local wildlife.

As I work within a stressful industry, I gained solace from spending a lot of my free time, with my family, in my back garden. However, the increased noise and disturbance from the potential 32 residents, in extremely close proximity to my boundary (a proposed unit is only one metre away from my fence) would be detrimental to my family and I. Also, my property is at the higher elevation of Blake Road and I am able to currently see approximately 24 inches of the opposite boundary fence of Sandringham Avenue, over my own fence (please see attached photo). I currently appreciate and enjoy my current view from my property. Therefore, this proposed development unit would cause loss of privacy and create overlooking.

I feel that this proposed development also contravenes the Human Right Act, which states that I have the right to peaceful enjoyment of all my possessions (Protocol 1, Article 1), which obviously includes my home and garden, and Article 8 which states that "a person has substantive right to respect for their private and family life".

Over Development of the Site

This site is not much greater than a back passage between two rows of terrace houses. This is further enforced by the report provided by the Great Yarmouth Borough Strategic Housing Land Availability Assessment review of 2012 (Reference GR15).

The report stated that the site is "tightly constrained by its shape and location" and "the North and South of the site are not wide enough to accommodate a dwelling whilst still managing to accommodate access to the rear. It is for these reasons the site is deemed unsuitable for residential development". This report followed on from a Local Development Framework Housing Land Review in 2010, which concluded that "residential development for the site should be discounted".

As recent as December 2012, The Agenda for the Yarmouth Area Committee outlined a proposal for eight semi detached bungalows with a covenant in place for residents aged over 55, via the Head of Planning and Business Services. This never came to fruition due to access issues for the emergency services. Now this proposed development, which has a greater number of units, does not seem to have this same problem, which I find very confusing and contradictory. Especially as the Chairman indicated within the Agenda, that the Northern area of the site "could, conceivably, be incorporated into garden extensions to properties on Sandringham Avenue or Blake Road". I live in one of these properties and was never contacted regarding this, so presumably, due to the lack of access for the emergency services, the discussion of garden extensions was never needed.

Therefore, the current proposals for vehicular movements within the proposed development will not allow vehicles to turn safely or allow the emergency services to respond in a timely manner, if an incident occurs in the centre of the development.

Effect of the Development on the Character of the Neighbourhood

Currently, the Salisbury Road (South) end of the site is used as a safe parking area for residents, tourists and visitors to the town (from the local Guest Houses and Hotels), staff and visitors of Great Yarmouth High School and of other local employers. Many OAPs use that area to park when visiting the local post office. A vast number of vehicles appear when there are evening activities at the High School. At times, there are over 25 vehicles parked within that area (please see attached photo) with the surrounding roads completely full of vehicles. The remainder of the site is a valuable open space, which is used by many people (not just those that live directly around the site). Therefore, this is a valuable amenity for the local residents and this proposed development would take that away with no alternative provided.

The Great Yarmouth Borough Wide Local Plan / Adopted Version: February 2001, 8.2.17 states that open spaces within built areas are a valuable and non-renewable resource. Parks, playing fields, school fields, informal open space, private open space, allotments and cemeteries can provide opportunities for recreation, relaxation and also form wildlife refuges in the urban environment. The Policy REC11 10:6 also states that developments which would erode the provision of amenity, open space or any other land which contributes positively to the community of street scene should be refused.

Therefore, I believe that this proposed development contravenes those policies. It will completely affect the day-to-day lives of the local residents and impact negatively on the local economy, tourism and highway safety.

There are minimal rented properties within the local area, as this is a highly desired area to live in Great Yarmouth, and we all appreciate and care for the area. These social housing units will no doubt have a detrimental effect on the local area and has the potential to look uncared for, with no covenants in place to restrict the type of resident.

It is also to be noted that following on from the public consultation, we were informed that these proposed units would be Council Tax Band A. Blake Road is currently Band D and Sandringham Avenue is Band C. I do not believe that this is the correct location for a development such as this by the Councils own banding system.

Visual Impact of the Development

The proposed units are completely out of character in terms of appearance with the existing development of the area and they are on the verge of being hideous. There has been no attempt to keep in line with the traditional exterior view of the local area.

The scale of the proposed houses, are a great deal smaller than the current surrounding houses and the whole development does not follow the traditional layout of the local area, with all the units to be crammed in (hence a property one metre away from my boundary) and is therefore, not sympathetic to the local environment, it is only over-bearing. The Great Yarmouth Borough Wide Local Plan / Adopted Version: February 2001, Policy HOU17 states that 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".

I am also concerned that Norfolk County Council will not be adopting the area, which leaves the maintenance of roads, landscaped areas and drainage in the hands of the developer. There is the potential for this area to become unsightly and unkempt. This is not keeping in line with the current image of the area.

Impact on Highway Safety

As previously detailed, the current use for the South end of the site is a safe parking area, which would no longer be available to the local residents and visitors. The number of remaining spaces is unacceptable for the local community. There are minimal spaces for visitors on the proposed development, and this would also increase the need for more parking within the area.

There are currently highway safety issues with the amount of vehicles that appear during the day and these already park on junctions and white lines causing obstructions. This development will only make matters worse. It was recently announced in December 2013, that Great Yarmouth High School are to increase their student capacity from 900 to 1400 over the next five years. This will also put burden on highway safety and the need for additional parking. I fear it will only be a matter of time that a young student will get seriously injured, if this proposed development gets approved.

Drainage

The existing sewerage system of the local area has historically failed many times before. I have seen Anglian Water having to jet wash the south end of Blake Road, where sewerage had exited onto the road. I fear that the increased residential units, with the increased hard standing (and removing natural drainage), will only make matters worse and will contaminate people homes. I feel that this proposed development contravenes the following:

The Great Yarmouth Borough Wide Local Plan / Adopted Version: February 2001, Policy HOU7 2.3.9 states that "new residential development may only be permitted if the following criteria is met: All public utilities are available including foul or surface water disposal and there are no existing capacity constraints." And the SHLAA report (GR15) also states "Anglian Water have indicated that infrastructure upgrades for sewerage treatment would be required- which could include flow attenuation for foul water connection. No capacity for surface water sewers- SUDs solution would need to be explored."

Summary

I have lived in North Yarmouth all my life and I felt a degree of achievement when I purchased the property on Blake Road, due to the highly desirable nature of the area. Ultimately, these units do not fit in with the existing development of the area. I feel that there are better uses for this land, which would accommodate the needs of the local community better. For instance, it could be a long stay car park, park area or sold to the residents whose land backs onto it.

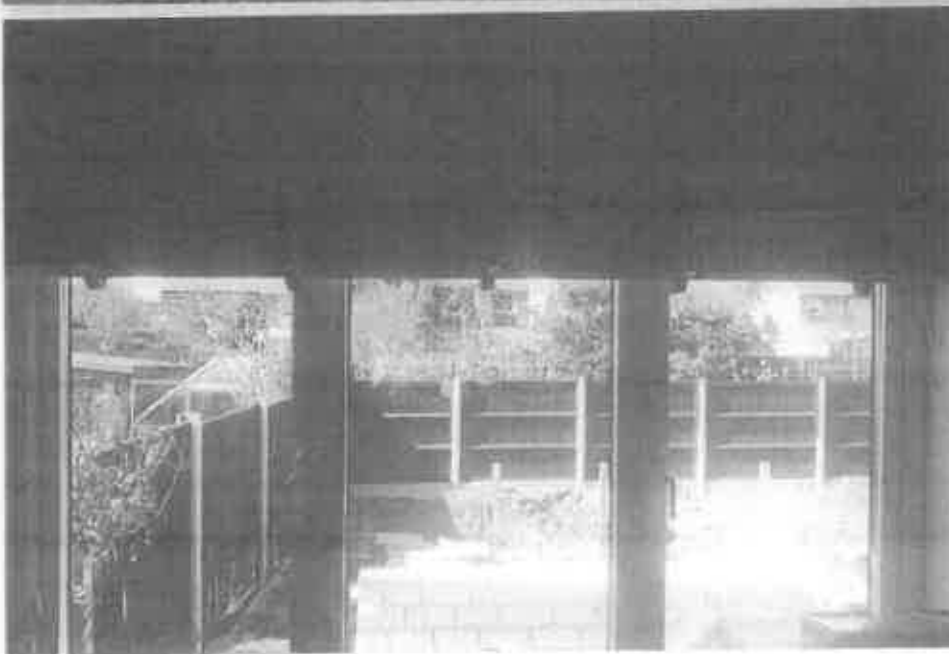
I trust my objections will be taken into consideration when deciding the application.

Yours Sincerely


Wesley Hills
Encl.

39 PLAKE
ROAD

View from
Patio /
Back door



View
from
Kitchen



Typical
day of parking
at South
end of site
(approx 18:00hrs)

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

Town Hall Reception
date: 8/4/14
Jeanette Damell
4 Alma Road, Dairy Court
Great Yarmouth
Norfolk
NR30 3HE

08 April 2014

For the attention of Mr. Dean Minns, Group Manager (Planning)

Dear Mr. Minns,

Re: Planning Application Number 06/14/0168/F, Salisbury Road

I am writing to strongly object to the above planning application.

I am extremely concerned that this development will increase road traffic and will cause an accident, potentially to a school child. This is due to the current large volume of traffic and inconsiderate parking and this development will only make matters worse. There does not appear to be enough parking on the plans to accommodate the potential residents and their visitors' vehicles. The High School has also recently announced plans to increase their capacity by another 500 children, which will also bring increased volumes of traffic. The removal of the current car park at the site will also contribute to this and this car park, and open space, is easily seen as a valuable commodity to the local community. I also use the car park when I require the local post office, and have previously used it to take my child to the school.

Yours sincerely,

Jeanette Damell

Application Reference

1147012317

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Lynn Manning

Address 57 Blake Road

Great Yarmouth

Norfolk

Post Code NR30 4LT

Telephone 01493

Email Address

For or Against OBJ Object

Speak at Committee ☐

I moved into the above address five weeks ago and paid a premium price for the property due to its location. I chose it due to the fact that it was not overlooked at the front or back and had no property behind me. The searches completed did not find any planning applications so I am very disappointed by this. This development will totally ruin my peace, outlook, security and the way that I feel about living here. I am devastated and certainly would not have purchased this house if I had been aware of this prior to buying. I have been amazed by the volume of cars parking along this road already and find it very difficult to get out in the morning when leaving for work. This development will add to this chaos. I note that the local school children walk safely down the proposed development site to their school playing field on

Date Entered 09-04-2014

Internet Reference OWPC210

Application Reference

2014-018

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Lynn Manning

Address 57 Blake Road

Great Yarmouth

Norfolk

Post Code NR30 4LT

Telephone 01493

Email Address

For or Against OBJ Object

Speak at Committee

morning when leaving for work. This development will add to this chaos.

I note that the local school children walk safely down the proposed development site to their school playing field on the other side of the Barnard bridge. This development will stop that.

You may feel that I am a NIMBY but the width of the land would mean that these dwellings would practically "be in my back yard"

I am absolutely amazed that it is even being considered on such a small strip of land that locals and neighbours currently have access to from their own gardens and use for access, parking, walking, short cut and safe access for the school children

Date Entered 09-04-2014

Internet Reference 40WPC210

Great Yarmouth Borough Council
Countryside Services

09 APR 2014

Mrs H Wells
47 Blake Road
Great Yarmouth
NR30 4LT

01493 57111

01493 57112

Dear Dean Minns,

I refer to the proposed development 06/14/0168/F of 12 affordable residential units with associated landscaping, parking and highway works, Salsbury Road, Great Yarmouth, Norfolk.

I wanted to voice my opinion on a number of issues.

After viewing the proposed plans I am concerned with the number of bedrooms therefore the amount of people living in the dwellings. How many of these people will own a car? I feel this will have a major effect on the car parking which is already horrendous during term time due to Great Yarmouth High School staff using the area for parking. Also when the schools pool is open to the public in the evenings again we are over loaded with non residents parking on the road. You only have to take a look at the grassed areas on the pavements at this end of our road to get an idea. We pay premium Council Tax rates for you to look after our streets!

Drainage is a concern, during heavy rain the drainage cannot cope. I am certain that the extra dwellings will only add to the problem.

I believe that the ownership of the land is unclear and that also a previous planning application was withdrawn in September 2006.

Just recently more affordable housing was built at the Beach Coach Station but only 7 of the properties have been sold so far and a large percent of them was by a certain housing association at a marked down price.

When I moved to the area with my husband and two small children in August 2012 I never expected to have buildings butted directly against the rear fences of our new home. When we purchased our home we believed that we would



always have full access to the rear outside area and this includes access by emergency tenders.

Will there be a review of council tax banding ? I believe the new builds will be in band A. Neighbouring roads are in C and D bands.

Finally I feel that residents in the area have not been kept up to date from the very beginning and other roads like Hamilton, Walpole and Churchill not being informed at all.

I appreciate the time you will take to read my correspondence.

Sincerely

Hollie Wells

D Minns,

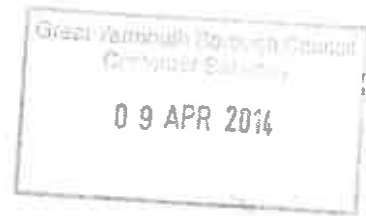
Great Yarmouth Borough Council,

Town Hall, Hall Plain,

Great Yarmouth,

Norfolk,

NR30 2QF



74 North Denes Road

Great Yarmouth

Norfolk

NR30 4LU

For the attention of Mr D Minns,

Reference Planning Application 06/14/0168F proposed development of 12 affordable residential units with associated landscaping parking and highways works by Saffron Housing.

We wish to voice some objections in connection with this development. As a neighbour where this development will occur I have reason to believe this will impact not only my property but my standard of living. We enjoy the privacy and quiet that this property brings and it was one of the main reasons I purchased this property in the first place, I feel your development will reduce the privacy and contentment I feel in my own home.

We have spent a great deal of time creating our idyllic garden and feel that this development will significantly reduce the amount of time we would spend in our garden due to the development encroaching on our privacy. We enjoy the natural wildlife which uses our garden and surrounding gardens as their habitat and we are concerned for the well-being of the wildlife if these plans were to be approved. We feel this would disrupt the natural balance that we have worked hard to create.

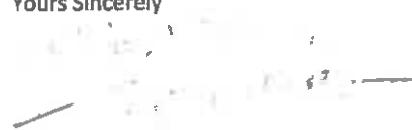
We also feel that this would impact on the traffic and parking arrangements in the area. We feel this development would bring more cars and traffic into an already congested area, due to the school and parents. Parking is already an issue for ourselves and other neighbours in this area and you would just be adding to an existing problem.

We are also concerned for the safety of the pupils attending Great Yarmouth High school as adding extra traffic and parking spaces around the area will impact on the safety of the young children crossing the roads every afternoon and morning to access their school.

We are also extremely worried that this development will have an impact on the value of our property. We feel this will make our property less attractive to prospective buyers if there came a time when we would like to relocate.

Our family have owned this property for the last 48 years and we feel that we are due an opinion on this matter. We feel it would significantly affect the way we live and devalue all the work we have put into this property over the years. We feel that this will not only affect us but a significant amount of residents in the local area and also the generations to come.

Yours Sincerely

A handwritten signature in dark ink, appearing to read "Julie and Timothy Watts", with a horizontal line drawn underneath.

Julie and Timothy Watts

Ref. 06/14/0168/F

17, BLAKE ROAD,
GREAT YARMOUTH,
NORFOLK,
NR304LT

08-04-2014

Dear Sir,

We wish to make the following objections to proposed development of twelve affordable units off Salisbury Road.

- (1) These units are too close to our back garden fences.
- (2) There could also be an issue with the sewage backing up into our properties as we already get this with heavy down pours.
- (3) Noise levels at the moment the only noise is from the children going up to the playing field (which is only Monday to Friday) and only lasts a few minutes.
- (4) The parking is already an issue as cars are always parked on the corner causing havoc and close accidents, and Blake Road is not wide enough and parking is on one side only, but the school teachers don't care and park where they like. (as enclosed photo's will show).
- (5) We purchased this house 5 years ago had we known then the intention of band A properties being built in our back yard we could have purchased a house in another part of Yarmouth or any where that did not have a disruptive element to close by, this was to be our last home after retirement.

I hope you can look into this dreadful planning application and see it from our side of the situation.

Your faithfully

Mr. & Mrs Lione.













G.Y.B.C.

APPLICATION 06/14/0168/F

DEAR YEAN MINNS

1, PRIVATE ROAD

ORMEBY

G.T. YARMOUTH

NR 29 3 LH

I AM WRITING ON BEHALF OF
MYSELF AND MY FAMILY WHO OWN NOS 31 & 32
NORTH DENES ROAD

WE PURCHASED 31 NORTH DENES RD IN
NOVEMBER 1969 AND UNDERSTOOD THE GROUND
AT THE REAR OF THE HOUSES OPPOSITE (THE
OLD RAILWAY LINE) WOULD BE KEPT AS A
CAR PARK FOR THE USE OF HOLIDAY MAKERS
STAYING AT GUEST HOUSES ALONG THE ROAD.
THE PARKING WAS NEEDED THEN AND
MORE SO NOW AS MANY OF THESE LARGE
TERRACE HOUSES ARE IN FLATS/MULTIPLE
OCCUPANCY.

THE AREA HAS NOT BEEN MONITORED

"IS IN CONSTANT USE. WE PARK OUR
CARS THERE WHEN THERE ARE NO
AVAILABLE SPACES IN FRONT OF OUR HOUSES.

PEOPLE WHO USE THE SHOP PARK THERE.

PEOPLE USING THE PUB PARK THERE

WHEN THERE IS AN EVENT ON AT THE
SCHOOL. THE AREA IS FULL UP WITH CARS

WHERE ARE ALL THESE CARS GOING?

AS A COUNCIL YOU OBVIOUSLY SEE THE NEED
FOR CAR PARKING OR WE WOULD NOT HAVE
LOST SUCH A LARGE AREA OF OUR SEA-
FRONT TO ONE.

I AGREE THERE IS A NEED FOR
AFFORDABLE HOUSING, COULD WE NOT
ACCOMMODATE BOTH? LESS HOUSES AND
AN AREA LEFT FOR PARKING.

YOURS

MRS MRS McCULLOUGH

WHO OWN 31 NORTH DENNIS RD. PHILIP McCULLOUGH
KATE McCULLOUGH & LILY McCULLOUGH JOINT OWNERS
OF 32 NORTH DENNIS RD.

Dorota and Krzysztof Bort
72 North Denes Road
Great Yarmouth
NR30 4LU



Great Yarmouth Borough Council
Planning Services
Development control
Town Hall, Hall Plain
Great Yarmouth
Norfolk, NR30 2QF

08.04.2014

For the attention of Mr Dean Minns, Group Manager (Planning)

Dear Mr Minns

Reference: Planning Application No. 06/14/0168/F
Proposed development of 12 affordable residential units with associated landscaping,
parking & highways by Saffron Housing

Thank you for your letter dated 20.03.2014 in which you informed us of the above planning application. We write in connection with the above planning application. We have examined the plans and we know the site well. As an immediate neighbour to the site of the proposed development, we are of the opinion that the proposed development will have a serious impact on our standard of living.

First and most important is a SAFETY for our children and their walk to school. We use this land as a way to school because North Denes Road with the traffic especially with the buses and narrow footpath is dangerous to use this part. The proposed development will generate a significant increase in the volume of local traffic around the area of development, which will compromise the safety of pedestrians, particularly schoolchildren walking to and from Great Yarmouth High School, North Denes Junior School, Alderman Swindell Infant School and other road users.

EMERGENCY ACCESS The proposal for internal movement within the site is unacceptable and will create conflicts between pedestrians, cyclists, vehicular movements and in particular emergency vehicles as the land sited for development is not wide enough for vehicles to turn safely.

That development will result in significantly REDUCE the current NUMBER OF CAR PARKING SPACES available to existing residents, local workers and visitors to an unacceptable level.

Proposed development will have NEGATIVE IMPACT ON WILDLIFE (bat population in the local environment).

We trust that our objections will be put before the Planning Committee in due course prior to a decision being made on this application and that my objections will be taken into consideration when deciding the application.

Yours faithfully

Application Reference

1200125

Attachments

Invalid Consultee Comment?

Copy to existing Consultee?

Name Linda Grimmer

Address 73 northdenes road

great Yarmouth

norfolk

Post Code NR30 4LU

Telephone 01493 541111

Email Address lgrimmer@bt.com

For or Against OBJ Object

Speak at Committee

I believe this will have a adverse effect on my health. I am worried about it now and the worry over the development is taking its toll. I am worried that if the children from the school cannot use the roadway as it is now there is going to be a terrible accident. I believe if this does happen Gybc will have to take some of the blame. Please consider this as an objection. Thank you

Date Entered 09-04-2014

Internal Reference OWPC213

Application Reference

OWPC211

Attachments

Invalid Consultee Comment?

Copy to existing Consultee?

Name Martin Manning

Address 57 Blake Road

Great Yarmouth

Norfolk

Post Code NR30 4LT

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

I have recently moved into this address, five weeks ago, with no planning applications showing up on my surveys. I cannot see the benefit to anyone from this development or the point of it for the council for a reported profit of 50p. I understand that the High School students use the passage as safe access from their school to their playing field. The development will increase the pressure on the already difficult situation with parking in this area. Having walked down the planned site I can see that many properties backing onto the land have open access onto it and in some instances this access is for large vehicles and caravans. This access will be denied if the plans are agreed too?

I do not believe that this site is appropriate for this or any development

Date Entered 09-04-2014

Internet Reference OWPC211

Application Reference

00/14/01837

Attachments

Invalid Consultee Comment?

Copy to existing Consultee?

Name Mr Peter Lyle & Mrs Louise Lyle

Address 81 North Denes Road

Great Yarmouth

Post Code NR30 4LW

Telephone 01493

Email Address

For or Against OBJ Object

Speak at Committee

Dear Sir/Madam

Our property is on the corner of Salisbury Rd & North Denes Rd, and our back door faces the opening to the proposed building site. We have been in this house for 12 years and parking is especially difficult in this area. The volume of traffic on a week day during rush hour is dangerous for pedestrians and car users alike, especially at the start of a school day. The opening to the proposed building site is not very large and turning traffic would definitely increase the risk of an accident. Because our back door faces the opening, we would definitely be disturbed by any building work noise, especially heavy lorries turning on to/off the site. Also, the loss of a quiet/safe walk to North

Date Entered 08-04-2014

Internet Reference

DWPC209

Internet Consultees

Application Reference

08-04-2014

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Mr Peter Lyle & Mrs Louise Lyle

Address 81 North Denes Road

Great Yarmouth

Post Code NR30 4LW

Telephone 01493

Email Address

For or Against OBJ Object

Speak at Committee

Denes School would be detrimental to all families who regularly use this route

We believe this area is at full capacity regarding development and we strongly urge the council to refuse planning permission.

Yours faithfully

Pete & Louise Lyle

Date Entered 08-04-2014

Internet Reference 08WPC209

Mr. John Mayle
2, Beatty Avenue
Great Yarmouth
Norfolk

REF. Planning no.

06/14/0168/F.



14.30 14 B.W.

10-4-14.

Dear Sir/Madam

I wish to lodge my oppositions to the development of the above planning applications on the grounds, that it has not been offered on the open market for the local residents to purchase, and I also understand it was sold for a pittance (ie Internet (G.Y North against Development)).

I would also object to the digging up of the wide grass verge, on Dukes Avenue that the children of the surrounding area have played Cricket & Football on for many years.

I await your explanation with interest.
Yours faithfully

9 Sandringham Avenue

Great Yarmouth

NR30 4DY

8/4/2013

Objection to proposed development 06/14/0168/F

I object to the proposed development for the following reasons –

Un-adopting Drake Avenue

The plans dated 24/9/13 show the proposed un-adopted road ending at number 6 Drake Avenue. This has now been extended to include up-to number 12 Drake Avenue on the plans dated 7/3/14. Were the residents of Drake Avenue asked if they wanted an un-adopted road which could be prone to neglect by a private landlord? I know of nobody consulted regarding this.

These home owners need to be consulted since this has wide reaching implications. I feel an un-adopted road is a backwards step when a great many un-adopted roads are trying so hard to become adopted thus eliminating the cost and responsibility. Who will be responsible for the repairs to a road not covered by NCC and not owned by the homeowners on it? I object to this road being taken over by Saffron Housing without being consulted.

Parking provision on Drake Avenue

On Drake Avenue how many cars are you providing space to park for? This looks to be about 4 spaces for 12 houses. Going by the parking standards for Norfolk 2007 – 1 space per 1bed unit, 2 spaces per 2 or 3 bed unit, 3 spaces per 4 or more bed unit. The 12 houses on Drake Avenue have 3 bedrooms so require 24 parking spaces not 4. This road is incredibly busy when the field at the end is in use. Parking at these times is on the grass verge opposite and can easily extend onto Beatty Road. What are the plans to cater for this?

You will be providing 22 parking spaces for this proposed development of 12 dwellings, I can only see 20. Where are the missing 2? Are any of the parking spaces for this proposed development located on Drake Avenue?

Children travel to school and play in this area and would be put at additional risk by the increased traffic flow down this quiet cul-de-sac.

Loss of parking of Salisbury Road

This would cause severe parking problems if the parking facility currently provided by 'The Great Yarmouth Borough council (Off Street) Free Parking Places Order 1999', were lost. There is a desperate need for parking by the school, local residents, tourists etc. This development would cause a severe loss of amenity to the local neighbourhood.

Car/ Cycle parking

Car parking needs to be as per - the Norfolk.gov.uk website -

These standards assume a car parking space of dimensions 5.0m x 2.5m for spaces with short term/high frequency of turnover. For communal residential parking and for longer term/low frequency of turnover parking a minimum space size of 4.8m x 2.4m will be accepted as recommended by Design Bulletin 32.

When parking is provided at right angles to the access roadway, a minimum aisle width of 6.0m is required to enable vehicles to enter and leave the parking spaces with minimum manoeuvring. It is assumed that car-parking layouts will be designed to make the most efficient use of available land, and include suitable landscaping.

Parking areas should be constructed and drained to an adequate standard so that the spaces provided are available at all times, e.g. they are not subject to flooding.

I believe the parking spaces on this development are too cramped.

You have not taken into account the following requirement for cycle parking either -

Cycle parking class C3

None for individual houses with garages or rear gardens for a garden shed. For flats and developments with communal parking - Residents 1 space / unit Visitors: 1 space / 4 units.

Type 6 road

The plans state that the development will have type 6 roads.

As per Norfolk Residential Design Guide – February 1998' prepared, among others, by Mr M P Dowling, Borough Planning Officer, GYBC.

A type 6 road is for a mews area with a speed limit of 12mph.

Residents have a straight run along this road and will undoubtedly drive faster than this down what is a tiny road. This is incredibly dangerous, particularly for children unaccustomed to this type of road.

'The road must be 5.8m min including a 1m over run'.

What are the dimensions you have created? It was measured by a lady at the planning office at 4.5m.

There also needs to be access from a 'type 1, 2 or 3 road'.

NCC do not use these classifications instead they use A,B,C.. or unclassified. Drake Avenue is unclassified and as such does not fall within the categories suitable as an access road.

Emergency Access

There is insufficient room for emergency services to attend should there be need for fire, ambulance and police at the site together. The proximity to existing resident's fences could prove an additional fire hazard due to the proposed development units being 1m away.

Referencing the planningportal.gov.uk document Part B of schedule 1 to the Buildings Regulations 2000 (amended)

'Item 16.11 'Turning facilities should be provided in any dead-end access route that is more than 20m long (see diagram 50). This can only be hammerhead or turning circle, designed on the basis of Table 20.' Table 20 states that a fire and rescue service vehicle requires a minimum turning circle of 19.2m'.

I have measured the gap between Sandringham Avenue and Blake Road to be 15m, there is therefore insufficient room to provide a turning circle for a pump type appliance and the 'dead-end access route' is considerably longer than 20m.

Referring to diagram 50 it states that 'a rescue service vehicle should not have to reverse more than 20m from the end of an access road'. Due to the nature of the land involved and the Scania Emergency One fire engine used in Great Yarmouth, this is against building regulation thus prohibiting this development.

Ownership of land

I object that there was 'a vague mention of letting the residents buy the land' nearly 10 year ago, at a point when the council was in no position to sell it, since the ownership was 'apparently' unknown. Suddenly the ownership is known and belongs to the council (in 2013) - but no residents are asked if they wish to buy it, nor consulted or given any options before Saffron housing arranged a deal with the council. This deal affects everybody in the surrounding area but was arranged without any consultation with us, seemingly as an underhand way of pushing it through without opposition. I find the lack of consultation by councillors, particularly those representing this ward reprehensible.

Effect on local residents Amenity and Environment

This development is not in keeping with the local area. The local area consists of some of the most expensive and desirable houses in Great Yarmouth. They are 3 or 4 bedroomed detached or semi-detached 2 storey homes occupied by homeowners who have aspired to live in this sought after area. In order to own these homes these people have worked hard and strived to achieve what they have. They appreciate and respect the privacy and peace and quiet and have formed a community of like-minded people. Our shared objection to this development has brought these neighbours together in a way that we are all proud of. This proposed development is totally wrong for the harmony of this quiet neighbourhood, of young families, working and retired couples, people who have raised their families here and may have lived here for decades.

They are rated as bands C & D and are privately owned and occupied by the owners, for the most part. This proposed development will be for band A social housing, the majority of which are 1 or 2 bed bungalows, crammed into a slither of land, completely at odds with the existing residences.

At a recent council meeting a councillor stated that if the development went ahead it would be 'a slum within 10 years' .

Great Yarmouth Borough Strategic Land Availability Assessment Review 2012 stated that the 'site is unsuitable for residential development'.

Local Development Framework Housing Land Availability Assessment 2010 'concluded that residential development on the site should be discounted', from a briefings note to the Corporate Management Board 19/10/10 by Peter Warner.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February, 2001 Policy HOU15 2.5.2 states 'All housing development proposals... 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 environment to be created, including appropriate car parking and servicing provision'.

2.5.1 states 'All new housing development proposals should have regard to their effect on existing residential property or other adjacent land uses, the character of the environment in which they are located, the need for adequate access for dealing with traffic generation (including approach roads) and the provision of adequate services'.

2.5.3 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'.

8.2.11 states 'In regard to the natural environment the scattered nature of settlements is one of the characteristic features of the local landscape. Areas of open landscape surrounding the main urban area and other settlements provide a physical separation between those settlements and in some instances form landscape extensions into the built up area. It is important to safeguard those areas, which prevent urban sprawl and the coalescence of settlements. The green wedges not only provide a welcome break between settlements but also provide the most readily accessible countryside to residents for recreational and leisure pursuits'.

10.6 states 'In regard to amenity space in urban areas that developments which would erode the provision for amenity, open space or any other land which contributes positively to the community or street should be refused'.

I agree with the above and suggest that in reading this it is inevitable to conclude that this proposed development causes complete loss of amenity for the local neighbourhood and a loss of a well-used community asset. This land has been the responsibility of the council for a great many years, yet has been almost completely neglected to the detriment of people living in the area. The council should cherish this space, tidy it and develop it into a parking area and maintained garden area. Local residents feel this is the best use of this land and would support something along these lines if consulted.

Regards

Miss S Nile and Mr R Platt

Mr Futter
76 North Denes Road
Great Yarmouth
Norfolk
NR30 4LU

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

9th April 2014

For the attention of Mr Dean Minns, Group Manager (Planning)

Dear Mr Minns

Reference: Planning Application No.06/14/0168/F
Proposed development of ~~12~~ affordable residential units with associated landscaping, parking & highways works by Saffron Housing.

Further to my letter dated 2nd April 2014, (for which I am awaiting acknowledgement) which outlined my objections to the above planning application, I now write to outline further objections.

As an immediate neighbour to the site, I am of the opinion that the proposed development will have a serious impact on my standard of living. I object strongly to the development of these residential units in this location and my specific objections are as follows:

1. Highways Act 1980 Part III Section 31

31.1 Dedication of way as highway presumed after public use for 20 years: *Where a way over any land, other than a way of such a character that use of it by the public could not give rise at common law to any presumption of dedication, has been actually enjoyed by the public as of right and without interruption for a full period of 20 years, the way is to be deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it.*

I object to the proposed development on the basis that it contravenes the Highway Act 1980. The public and, more specifically, my neighbours, the local community, visitors, schoolchildren and I have all, in one way or another, used this piece of land without interruption for a full period of 20 years. At no time has the owner erected a notice inconsistent with the dedication of the way as a highway and in the absence of proof of a contrary intention the public have enjoyed this amenity for a considerable length of time.

2. Access to public highway

My property has enjoyed uninterrupted use of access from the rear of its garden directly onto the adopted public highway for over 50 years. I object to the proposed development, as this will infringe on my quiet enjoyment of this access onto this valuable community amenity green space.

3. Protection of water supply

I am concerned that the proposed development may result in contamination of the water supply and water table as the land is contaminated due to its previous use. I am concerned therefore about the consumption of safe drinking water.

4. Building Regulations 2000 for England and Wales which came into effect April 2007

The distance between my boundary wall and the rear boundary wall of Blake Road is approximately 19 metres. I am concerned that the proposed development does not meet the minimum requirements for the safe access of fire/emergency vehicles. I note from the above regulations that the turning circle for fire appliances needs to be 19.2 metres and that these vehicles should not reverse more than 20 metres. Fire appliances are not standardised appliances either, which is problematic. The proposed development will compromise safety.

5. Loss of public amenity and public safety

I object to the proposed development on grounds of public safety. Great Yarmouth High School currently has 900 students and pupil numbers are set to rise considerably, to 1,400 within five years. The school has used the land proposed for development for over 50 years as a safe and accessible route to their playing field. The development will result in the loss of this valuable public amenity and prevent the safe passage of children between school and playing field. I am concerned that this development will directly impact safeguarding of pupils and staff from the high school. I have a vested interest in Great Yarmouth High as it is the catchment school for my child and this development will undoubtedly cause concerns about the safety of my child in accessing the school's facilities.

I also object to the development on the grounds that this amenity is utilised for parking, and the proposed development will result in the loss of valuable parking spaces utilised by local residents, high school staff and parents and visitors to this area.

I further object on the grounds that this development will result in the loss of public access to and the enjoyment of this well-used, valuable open space and amenity for its existing users.

Yours faithfully,

Mr D Futter

Internet Consultee

Application Reference

00000000000000000000

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Wendy Missons

Address Great Yarmouth VA High School

Salisbury Rd

Great Yarmouth

Post Code NR30 4LS

Telephone 01493

Email Address

For or Against OBJ Object

Speak at Committee

The playing fields for Great Yarmouth High School are located at Barnard Bridge, separate to the school's main site. For PE lessons students have to walk to the fields, 5 to 10 minutes each way, along the route of the proposed development. The route is less than ideal, reducing the time available for PE and carrying some potential safeguarding concerns (children should be accompanied when walking the route, and any incident could not be attended to in less than 5 minutes. However, it provides a generally safe and private conduit to the playing fields for our students, and has been in use for many years. Should the site be developed our students will be forced to use North Deanes Road to access the fields. The impact

Data Entered 11-04-2014

Internet Reference 00WPC214

Internet Consultee

Application Reference 051401634

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Wendy Missons

Address Great Yarmouth VA High School

Salisbury Rd

Great Yarmouth

Post Code NR30 4LS

Telephone 01493

Email Address

For or Against OBJ Object

Speak at Committee ☐

would be as follows:

Journey time from school to fields a minimum of 10 minutes each way, effectively reducing sports lessons from 1 hour to 40 minutes, minus changing time

The increased travel time increases risk to safety at the site, should PE staff need assistance

Increased risk of harm through walking along a public highway

Pubescent and adolescent boys and girls forced to walk along public roads in sports kit (shorts, t shirts), exposed to potential inappropriate attention.

Date Entered 11-04-2014

Internet Reference 0WPC214

Internet Consultees

Application Reference 06/14/0168-F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Wendy Missons

Address Great Yarmouth VA High School

Salisbury Rd

Great Yarmouth

Post Code NR30 4LS

Telephone 01493

Email Address

For or Against OBJ Object

Speak at Committee ☐

I therefore wish to register the school's opposition to this plan, on the grounds that it poses increased risk for around 130-260 (5 lessons, 1 or 2 groups of 26 each lesson) students every day, and the increased need for supervision to minimise such risks

I appreciate this comment is sent one day later than the suggested limit on the letter sent to us (10th April). However I am sure you will take into account a response which relates to the safety and wellbeing of the young people of Yarmouth.

Sincerely,

Data Entered 11-04-2014

Internet Reference 0WPC214

Internet Consultees

Application Reference 05/14/01/004

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Wendy Missons

Address Great Yarmouth VA High School

Salisbury Rd

Great Yarmouth

Post Code NR30 4LS

Telephone 01493

Email Address

For or Against OBJ Object

Speak at Committee

minimise such risks

I appreciate this comment is sent one day later than the suggested limit on the letter sent to us (10th April). However I am sure you will take into account a response which relates to the safety and wellbeing of the young people of Yarmouth.

Sincerely,

Wendy Missons

Headteacher

Date Entered 11-04-2014

Internet Reference 10WPC214

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

PONY
c/o 15 Jellicoe Road
Great Yarmouth
Norfolk
NR30 4AX

10th April 2014

Dear Mr Minns

Re: Planning Application: 06/14/0168/F – Proposed development of 12 affordable residential units, off Salisbury Road, Great Yarmouth, Norfolk.

I am writing to you to submit an objection to this proposal on behalf of the People Of North Yarmouth community group. The matter was discussed at a recent public meeting and several points of concern were raised regarding this proposal.

The grounds under which we submit this objection to the proposal relates to a variety matters.

1. Highway Safety – The current traffic volumes have not been taken into account. The area is heavily used by vehicles taking and collecting their children to the high school. There are daily deliveries to the local shop and the loading bay for this is accessed from the proposals side of the piece of land. The high numbers of students getting to and from school by foot are also not considered within these proposals as adding an additional road and homes may cause accidents.
2. These proposals do not take into account what the piece of land is currently used for and has been for over the last twenty years. In Section 10 of the proposal it states that there are no current car parking spaces and after the development this will be increased to 22 car parking spaces. These spaces will be taken up very quickly by other local residents, school users or shop and Post Office users.
3. In Section 14 of the planning application, it states that the site is currently vacant and no description of the use of the current site has been stated.

This site is currently used for car parking for local residents that have no on street parking facilities, the overflow car parking needs for High School staff, car parking and the delivery bay for the local shop and the only post office in the area, as well as for car parking for several tourism related businesses in the area that have no car parking facilities for their guests. As previously stated this has been the case for over 20 years. This site is already heavily used with an average of 25-30 parked vehicles during the school term. If there is an event being held at the school than up to 50 vehicles can often be seen parked in this area.

4. The site is also used by those local residents that do not have a garden area to take their children to play as it is a safe area as there are no traffic risks.
5. This site also contains the public footpath that leads to the High School's playing fields which are located at the end of the area the other side of the Barnard Bridge. The school have been using this footpath for well over 20 years and their continued right of access to their grounds, along a safe footpath are not mentioned in these proposals. Obviously this needs to be added back into the new plans as it can not be seen as safe for school children to access their playing fields from a road when they have been using the public footpath for so many years.
6. Nor do these proposals take into account the need for the school to safeguard their students getting them to and from their playing fields. The types of tenants that could be housed within these proposed dwelling will need to be discussed with the school as the intention is to build on the schools access route to their own playing fields.
7. The use of this "vacant land" is the safest way for the children from the northern end of the town to access their high school as there are no school crossings providing a safe crossing over the Barnard Bridge area of town, enabling them safely to access alternative routes to school.
8. Traffic Volumes - Due to this location being opposite the only High School in Great Yarmouth, there is a significant amount of traffic that uses this area. The surrounding roads are heavily used and it is very dangerous at certain times of days for residents to even exit their own private driveways due to the high volume of traffic. The traffic is much higher at certain times of day which is also the same time of day in which local residents are leaving their homes to go to work. The traffic volumes remain high like this for the 40 weeks a year that the high school is open.
9. The volume of traffic on the surrounding roads is already currently high with many grass verges being lost on residential streets. People are parking their vehicles on them due to already insufficient car parking

spaces in the area for residents and for the staff and users of the high school. Not all homes on the surrounding streets have their own driveways and garages. These residents frequently use the proposed piece of land to park.

10. Drainage and sewerage concerns. In Section 11 of the proposal it states that foul sewerage will be disposed of into the main sewer and that the proposal will connect to the existing drainage system. It has been reported and noted for some time that the existing sewage system has failed twice before resulting in residents experiencing flooding as well as the drains overflowing in the street. The proposals to build additional dwellings will cause a significant amount of additional use and pressure of a current sewerage system that already needs upgrading. No mention of this is enclosed within the proposals. I understand that this matter is already subject to discussion elsewhere at present. I also note that Section 12, Development is adjacent to DOE surface water flood risk – Please look into the latest assessment of Blake Road for this concerning issue.
11. Section 9 of the proposal states that the vehicle access and hard standing surface of the new development will be gravel. This will increase the noise volumes and levels to the local residents due to how close the new dwellings will be to current home owners.
12. Section 17 of the proposals state that the dwellings will be used for "Social Rented Housing". This is not in keeping at all with the properties in the surrounding areas as the properties that are adjacent to this proposal are privately owned residential dwellings.

As previously mentioned these points were all raised by local residents at the recent public meeting of the PONY. Please accept the above as an objection to these proposals and I would appreciate you confirming the receipt of this letter.

Yours sincerely

Mrs P Waters-Bunn
Chairwoman of PONY.

Jill K. Smith

From: Dean A. Minns
Sent: 11 April 2014 10:29
To: Jill K. Smith
Cc: plan
Subject: FW: 06/14/0168/F

Dean Minns
Group Manager Planning
Great Yarmouth Borough Council

Telephone: 01493 846420
E-mail: dam@great-yarmouth.gov.uk

Website: www.great-yarmouth.gov.uk
Correspondence Address: Town Hall, Hall Plain, Great Yarmouth, Norfolk NR30 2QF

Great Yarmouth Borough Council - Customer Focused, Performance Driven

It takes 24 trees to produce 1 ton of office paper! Think ... is it really necessary to print this email?

From: Marshall, David [mailto:David.Marshall@great-yarmouth.gov.uk]
Sent: 10 April 2014 17:20
To: Dean A. Minns
Subject: 06/14/0168/F

Dear Sir,

06/14/0168/F

I am writing with reference to the above planning application. I would like to object to these buildings being built, for a number of reasons, as follows.

The first, is that they will be directly located at the bottom of our back garden. We feel we will be overlooked and it will be an invasion of privacy.

The second is that we feel that band A or B properties shouldn't be located between band C and D properties as this will affect the area we live in, not only because we feel it will bring down the value of our property, but because we feel it will have a detrimental effect on the area.

The third is that parking on Blake Road is already a massive issue with cars over-spilling from the high school car park. Cars also currently over-spill from the area that is to be built on – which is also used as a car park at the present time, onto Blake Road.

The fourth is that we would not have direct access to/ from the back of our property, as this would be blocked up to enable the build to go ahead.

The above are personal reasons as to why we object to this application, because if these houses/ bungalows are built we will no longer have the privacy which we bought our house for three years ago. We moved from a mid-terrace which was overlooked from every direction, thinking we would have more privacy here.

But we also object from a community point of view, as follows.

We feel that land could be better used if it were to be made community space, perhaps a playground for children. As council tax payers, we are outraged that this land has all but been given away for nothing (or a very, very minimal fee) so that houses can be built and the council profit from them.

If we had known the land were up for sale, we would have liked the opportunity to purchase some, so that we could have extended our garden. We know of several other homeowners who feel the same.

We hope you will take our comments into consideration.

Regards

David Marshall / Julia Butterfield
29 Blake Road

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Chair: Russell Byer
GY North against Development

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

NO ADDRESS
SUPPLIED

9th April 2014

For the attention of Mr Dean Minns, Group Manager (Planning)

Dear Mr Minns

Reference: Planning Application No.06/14/0168/F
Proposed development of 12 affordable residential units with associated landscaping, parking & highways works by Saffron Housing.

On behalf of residents in North Yarmouth, I would like to thank you for your recent letter detailing the above planning application. I write on behalf of local residents in my capacity as Chair of the GY North against Development committee. I have studied the plans and I am familiar with the site. I would like to bring to your attention a variety of compelling objections that have been raised by the residents regarding the proposed development. Householders near the site feel that the proposal will have a significant effect of their standard of living and they strongly object to it. I have detailed their objections below.

• **The site is not suitable for development of this kind**

An appraisal of the site was carried out in 2010 (Local Development Framework Housing Land Availability Assessment) and it was concluded that residential development of this site should be discounted. Furthermore, another assessment was carried out in 2012 (Great Yarmouth Borough Strategic Housing Land Availability Assessment Review) and it was noted that the site was deemed unsuitable for any residential developments. The report declared, "the site is tightly constrained by its shape and location, between the backs of two terrace rows. The north and south of the site are not wide enough to accommodate a dwelling whilst still managing to accommodate access to the rear. It is for these reasons the site is deemed unsuitable for residential development".

• **There will be a damaging effect on residential amenities**

The Great Yarmouth Borough-wide Local Plan / Adopted Version: February 2001, Policy SO2 0.6.4 states that development will only be permitted where community facilities, essential infrastructure, services and other amenities are adequate or where there is a firm undertaking or agreement to make necessary or appropriate provision that is relevant and directly related to the proposed development.

The Great Yarmouth Borough-wide Local Plan/Adopted Version: February 2001, Policy HOU7 2.3.9 states that new residential development may only be permitted if the following criteria is met:

- The proposal would not be significantly detrimental to the form, character and setting of the settlement
- All public utilities are available including foul or surface water disposal and there are no existing capacity constraints
- The proposal would not be significantly detrimental to the residential amenities of adjoining occupiers or users of land

The Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU15 2.5.2 states 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.

The Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 2.5.1 states all new housing development proposals should have regard to their affect on existing residential property or other adjacent land uses, the character of the environment in which they are located, the need for adequate access for dealing with traffic generation (including approach roads) and the provision of adequate services.

The Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU16 2.5.3, Policy HOU17 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 Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU16 2.5.3 states a high standard will be required for all housing proposals. A site survey and landscaping scheme will be required with all detailed applications for more than 10 dwellings these should include measures to retain and safeguard significant existing landscape features.

The Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 7.6.4 states in regards to surface and foul water disposal that both Anglian Water Services Limited (AW) and the Environment Agency consider that, in assessing new development proposals, they will expect applicants to provide or indicate the provision of a comprehensive drainage strategy for all new development areas. This is to ensure that the surface water drainage system is both adequate in terms of capacity and that effluent and possible pollutants are not discharged to watercourses. Detailed feasibility studies may be required to determine the optimum location and route (both in terms of practicality and cost) for both foul and surface water drainage systems.

Residents in the area of the proposed development are concerned that it contravenes these policies. It does not respect local context or street pattern, in particular the scale and proportions of surrounding buildings, and it would be out of the character with the existing area, to the detriment of the local environment.

The proposal of eight 1-bed bungalows, two 2-bed bungalows and two 2-bed houses to be used for social housing is out of keeping with the existing dwellings – the proposed homes are considerably smaller and are of a significantly dissimilar style.

Their intended positioning is unfitting and not sensitive to the current form and appeal of the immediate area.

This development would profoundly damage the features valued by the community, particularly the loss of safe car parking provision, important green space and the right to benefit from a safe, quiet residential location. It would also be detrimental to the neighbourhood's appearance, appeal and setting, and add further pressure to the already strained water and sewerage systems.

The scheme would also have a damaging effect on the views currently cherished by neighbouring dwellings and would unfavourably affect the residential amenity of nearby homeowners as well as lead to an inevitable reduction in property value.

- **There are concerns regarding inadequate infrastructure and drainage**

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU7 2.3.9 states that new residential development may only be permitted if the following criteria is met:

- All public utilities are available including foul or surface water disposal and there are no existing capacity constraints

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 7.6.4: states in regards to surface and foul water disposal that both Anglian Water Services Limited (AW) and the Environment Agency consider that, in assessing new development proposals, they will expect applicants to provide or indicate the provision of a comprehensive drainage strategy for all new development areas. This is to ensure that the surface water drainage system is both adequate in terms of capacity and that effluent and possible pollutants are not discharged to watercourses. Detailed feasibility studies may be required to determine the optimum location and route (both in terms of practicality and cost) for both foul and surface water drainage systems.

Residents are concerned that the proposed development goes against these policies. The present sewerage system has failed twice before. They are further concerned about the proposed development's impact on neighbouring properties in terms of drainage and adding extra pressure on the existing sewerage system. There are fears about the possible risk that the sewerage system will malfunction again and contaminate land close to neighbouring properties. It is stated in the SHLAA report that "Anglian Water have indicated that infrastructure upgrades for sewerage treatment would be required- which could include flow attenuation for foul water connection. There is no capacity for surface water sewers - SUDs solution would need to be explored".

- **The Impact on the environment**

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU 4 2.3.3 - proposals for residential development in excess of 10 dwellings will be required to comply with the following criteria:

- There will be no loss of sites of landscape or wildlife importance

Residents are concerned that the proposal contravenes the following laws relating to protected species:

- The Wildlife and Countryside Act (1981) (as amended)
- The Countryside and Rights of Way Act, 2000
- The Natural Environment and Rural Communities Act (NERC, 2006)
- The Conservation of Habitats and Species Regulations (2010).

Residents are particularly concerned that the development would impact on the local bat population. The site is home to bats that can be seen during the summer months. Any development will threaten bat nesting sites. The Bat Preservation Trust states that "legislation dictates that any structures or place which a bats use for shelter or protection are protected from damage or destruction whether occupied or not".

The proposed development is also within 500m of the North Denes SPA (Special Protection Area).

There are further concerns about the quantities of contaminants suspected to be located at the site of the proposal because of its previous uses. The Environmental Protection Act 1990 Part 11V stipulates in its legislation that a council is required to inspect its area and determine whether any land is "Contaminated Land".

• **Protection of valuable open space**

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 8.2.11 states that in regards to the natural environment the scattered nature of settlements is one of the characteristic features of the local landscape. Areas of open landscape surrounding the main urban area and other settlements provide a physical separation between those settlements and in some instances form landscape extensions into the built up area. It is important to safeguard those areas, which prevent urban sprawl and the coalescence of settlements. The green wedges not only provide a welcome break between settlements but also provide the most readily accessible countryside to residents for recreational and leisure pursuits.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy NNV5 8.2.12 states that in regards to the natural environment development would not impinge on the physical separation between settlements.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 8.2.17 states in regards to open space in settlements that open spaces within built areas are a valuable and non-renewable resource. Parks, playing fields, school fields, informal open space, private open space, allotments and cemeteries can provide opportunities for recreation, relaxation and also form wildlife refuges in the urban environment.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy REC11 10.6 states in regards to amenity space in urban areas that developments which would erode the provision of amenity, open space or any other land which contributes positively to the community or street scene should be refused.

Residents are concerned that the proposal contravenes these policies. The proposed dwellings will change the area and amount to cramming. This will lead to a loss of valuable open space and amenity that residents and visitors to the area currently utilise.

- **Impact on highway safety, parking provision and traffic**

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU 4 2.3.3; Policy HOU4 proposals for residential development in excess of 10 dwellings will be required to comply with the following criteria:

- Satisfactory access could be made available and traffic generated by the proposal would not have a significant effect on the local highway network
- There will be no loss of sites of landscape or wildlife importance

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 3.6.2 states in regards to car parking provision that the most recent survey (1993) concluded: "It is evident that there is still not enough car parking capacity available within the Great Yarmouth town centre or the seafront holiday areas to satisfy demand and future increases in vehicle ownership and usage.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU15 2.5.2 states 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.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 2.5.1 - Plan states all new built housing development proposals should have regard to their effect on existing residential property or other adjacent land uses, the character of the environment in which they are located, the need for adequate access for dealing with traffic generation (including approach roads) and the provision of adequate services.

The development being proposed would undoubtedly have an undesirable effect on the area bordering the site as well as the wider area. Residents feel strongly that it contravenes these policies.

The proposal incorporates dedicated parking spaces for each new dwelling and for some visitors to the site; it does away with the current car park on the site. Consequently, there will be a significant reduction in car parking spaces used every day by existing residents, workers and visitors. It has also been noted that there are not enough parking spaces allocated for the residents within the units. This means that the proposal could lead to vehicle overhanging the adopted highway verge/road, which would be detrimental to other road users, ultimately impacting on highway/road safety and exacerbating an already stressful local parking issue.

Overspill parking will doubtless take place on Blake Road, Salisbury Road and Collingwood Road, which will lessen the available road width, again impacting on highway/road safety. Exiting these roads at peak times is already hazardous as cars currently obstruct the junctions; the development will only make matters worse.

The proposal will cause a considerable increase in traffic volume in and around the area of the development, which will compromise the safety of pedestrians and road users, particularly schoolchildren making their way to and from Great Yarmouth High School.

- **The Impact on tourism**

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 3.6.2 states in regards to car parking provision that the most recent survey (1993) concluded: "It is evident that there is still not enough car parking capacity available within the Great Yarmouth town centre or the seafront holiday areas to satisfy demand and future increases in vehicle ownership and usage.

Great Yarmouth Borough-Wide Local Plan (2001), Policy TR20 5.9.2 states in areas of 'residential and/or holiday accommodation' development of vacant plots, and reconstruction, extension or alteration of buildings that requires the grant of planning permission will only be permitted if the applicant can demonstrate that the

- local highway network would be capable of accommodating traffic attributable to the proposal
- the development can be adequately serviced
- car parking can be provided in accordance with the council's parking and servicing standards

Residents are concerned that, because of the development, there will be a significant reduction in parking, which will lead to a negative effect on tourism. North Denes Road has a mix of private dwellings, multiple occupancy housing and tourist accommodation while North Drive attracts tourists throughout the summer season, many of which use the parking facilities in the area of the proposal.

- **Emergency Access**

The proposals for internal movement within the site are unsatisfactory and will create conflicts between pedestrians, cyclists and vehicular movements (particularly emergency vehicles, as the area of land in question is too narrow for vehicles to turn safely). Likewise, if an emergency should occur at one of the proposed new dwellings that is positioned towards the centre of the development there will be access problems for emergency vehicles due to the limited size of the development's access road, causing further threat to emergency services carrying out their duties.

- **Issues concerning land ownership**

Great Yarmouth Borough Strategic Housing Land Availability Assessment Review of 2012 states within the report "the site ownership is unknown. Without concluding the actual ownership of the land, the intentions to develop cannot be confirmed; therefore it is considered that the site is not immediately available for development".

- **Planning History**

The Council's Property Services Unit made a planning application for a two-storey dwelling house (06/05/0632/O) in August 2005 but this was withdrawn 18/09/2006, prior to determination. Local residents' objections to this development included loss of privacy and concerns about overlooking. Local residents were supportive that the area be used for car parking. The SHLAA report stated, "The site is constrained by its irregular site layout and is unable to accommodate proposed residential potential at this density. The constraint is unlikely to be overcome as the size of the site does not allow sufficient flexibility".

- **Human Rights Act and Noise disturbance**

The proposed development of these properties will directly affect many residents by preventing them from enjoying their properties as they do now. Increased vehicle noise behind existing properties will cause disturbance in what is currently a quiet area. Noise and disturbance from 32 extra residents in close proximity to existing properties will have a harmful effect on the privacy of many residents who currently try to enjoy the peace and quiet of their gardens. In line with the Human Rights Act, Protocol 1 Article 1, residents have a right to peaceful enjoyment of all their possessions, which includes their home and other land. Additionally, Article 8 of the Human Rights Act states, "a person has substantive right to respect for their private and family life". The private and family lives of local residents are encompassed by their homes and surroundings.

- **Support of local community groups**

The local community group, People of North Yarmouth (PoNY), is alarmed about the proposal, particularly how it will impact upon local parking and road safety.

Brandon Lewis MP has indicated that he has concerns that the proposal will have a detrimental effect of residents specifically with regard to road safety and parking.

The planning application states in Section 14 that the land is vacant but local residents dispute this. A proportion of land is set aside by Great Yarmouth Borough Council to provide free parking and is operated under the Great Yarmouth Borough Council (off street) Free Parking Places Order 1999. This car park is used on a daily basis by local residents, by Great Yarmouth High School staff and by customers of the Post Office and McColl's convenience shop. It's also used as a parking area for delivery vehicles for the shop. It has been used by local residents as a public right of way for over 50 years, and provides safe passage for schoolchildren to access the school playing fields located off Drake Road.

I trust that these objections raised by local residents will be submitted before the Planning Committee in due course, and that they will be taken into consideration prior to a decision being made on this application.

Yours faithfully,


Russell Byer





Brandon Lewis MP

Member of Parliament for Great Yarmouth

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



Office of Brandon Lewis MP
Sussex Road Business Centre
Sussex Road
Gorleston
NR31 6PF

8th April, 2014

Dear Sir/Madam,

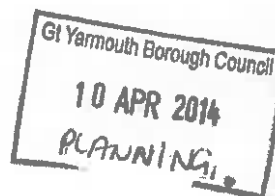
I am contacting you in relation to the proposal to build 10 units of affordable housing in the Salisbury road area of Great Yarmouth. The relevant planning application code is 06/14/0168/F

I have been contacted by a number of constituents who are concerned about this development for a range of reasons. I therefore conducted a survey of nearby properties; I have enclosed a copy of their responses to me, which I hope will be considered when assessing this application for approval.

Thank you for your help in this matter.

Yours Sincerely

Brandon Lewis MP
Great Yarmouth





Name: *Me & Mrs. Steward*
Address: *6 Blake Road*
NE30 4LT

Email: *claire.steward@hotmail.co.uk*

Salisbury Road Housing Survey

1. Were you aware of plans by Saffron Housing Trust, to build 10 bungalows and 2 houses between Salisbury Road and Drake Avenue?

Yes [] No [☒]

2. Did you attend the public exhibition, held at Great Yarmouth High School in early December?

Yes [] No [☒]

3. Do you support the plans to build affordable housing in this particular area?

Yes [] No [☒]

4. Do you think there is a problem with excessive traffic in the Salisbury Road, Sandringham Avenue, Blake Road and Barnard Avenue area?

Yes [☒] No []

5. If yes to question 4, do you think this problem would get worse if this development goes ahead?

Yes, a little [] Yes, a lot [☒] No []

6. Are there problems with parking in your area? If so, where?

New to the school, end of Blake / Collingwood & Salisbury Rd

7. If yes to question 6, do you think this problem would get worse if this development goes ahead?

Yes, a little [] Yes, a lot [☒] No []

8. Do you have any other comments you would like to make about these proposals?

How will the pupils access Barnard bridge playing field?



Name:
Address:

Email:

Salisbury Road Housing Survey

1. Were you aware of plans by Saffron Housing Trust, to build 10 bungalows and 2 houses between Salisbury Road and Drake Avenue?
Yes ☒ No ☐
2. Did you attend the public exhibition, held at Great Yarmouth High School in early December?
Yes ☐ No ☒
3. Do you support the plans to build affordable housing in this particular area?
Yes ☐ No ☒
4. Do you think there is a problem with excessive traffic in the Salisbury Road, Sandringham Avenue, Blake Road and Barnard Avenue area?
Yes ☒ No ☐
5. If yes to question 4, do you think this problem would get worse if this development goes ahead?
Yes, a little ☐ Yes, a lot ☒ No ☐
6. Are there problems with parking in your area? If so, where?
along a side of Road
7. If yes to question 6, do you think this problem would get worse if this development goes ahead?
Yes, a little ☐ Yes, a lot ☒ No ☐
8. Do you have any other comments you would like to make about these proposals?

Value of property and a
eye saw lack of privacy

Email: office@brandonlewis.org
Telephone: 01493 652 928

Mrs Futter-South
76 North Denes Road
Great Yarmouth
Norfolk
NR30 4LU

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



2nd April 2014

For the attention of Mr Dean Minns, Group Manager (Planning)

Dear Mr Minns

Reference: Planning Application No.06/14/0168/F
Proposed development of 12 affordable residential units with associated landscaping, parking & highways works by Saffron Housing.

Thank you for your letter dated 20th March 2014 in which you informed me of the above planning application. I write in connection with the above planning application. I have examined the plans and I know the site well. I wish to make you aware of a number of strong objections that I have with regard to the proposed development. As an immediate neighbour to the site of the proposed development, I am of the opinion that the proposed development will have a serious impact on my standard of living. I object strongly to the development of these residential units in this location and my specific objections are as follows:

1. Local Development Framework Housing Land Availability Assessment, 2010

As part of the Local Development Framework Housing Land Availability Assessment in 2010, an appraisal of the land took place and the assessment review concluded that residential development on the site should be discounted. This was referenced in a briefing note to the Corporate Management Board 19/10/10 by Head of Planning Peter Warner (see appendix A).

Great Yarmouth Borough Strategic Housing Land Availability Assessment Review (SHLAA) of 2012 – Site is not suited to development

Great Yarmouth Borough Strategic Housing Land Availability Assessment Review of 2012 noted that the land between Barnard and Salisbury Road, Great Yarmouth (Ref GR15) was deemed unsuitable for residential development (see appendix B). The report states the following "The site is tightly constrained by its shape and location, between the backs of two terrace rows. The north and south of the site are not wide enough to accommodate a dwelling whilst still managing to accommodate access to the rear. It is for these reasons the site is deemed unsuitable for residential development". The SHLAA map also states that the land between Barnard and Salisbury Road, Great Yarmouth (Ref GR15) in "not currently developable" (see appendix C).

2. Detrimental Impact upon residential amenities

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy SO2 0.6.4:
New policy SO2 development will only be permitted where community facilities, essential infrastructure, services and other amenities are adequate or where there is a firm undertaking or agreement to make necessary or appropriate provision that is relevant and directly related to the proposed development.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU7 2.3.9:
Policy HOU7 states that new residential development may only be permitted if the following criteria is met:

- *The proposal would not be significantly detrimental to the form, character and setting of the settlement*
- *All public utilities are available including foul or surface water disposal and there are no existing capacity constraints*
- *The proposal would not be significantly detrimental to the residential amenities of adjoining occupiers or users of land*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU15 2.5.2:
Policy HOU15 states 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.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 2.5.1:
The plan states all new housing development proposals should have regard to their affect on existing residential property or other adjacent land uses, the character of the environment in which they are located, the need for adequate access for dealing with traffic generation (including approach roads) and the provision of adequate services.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU16 2.5.3:
Policy HOU17 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.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU16 2.5.3:
Policy HOU16 states a high standard will be required for all housing proposals. A site survey and landscaping scheme will be required with all detailed applications for more than 10 dwellings these should include measures to retain and safeguard significant existing landscape features.

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 7.6.4:
states in regards to surface and foul water disposal that both Anglian Water Services Limited (AW) and the Environment Agency consider that, in assessing new development proposals, they will expect applicants to provide or indicate the provision of a comprehensive drainage strategy for all new development areas. This is to ensure that the surface water drainage system is both adequate in terms of capacity and that effluent and possible pollutants are not discharged to watercourses. Detailed feasibility studies may be required to determine the optimum location and route (both in terms of practicality and cost) for both foul and surface water drainage systems.

I am concerned that the proposed development is in contravention of these policies. It does not respect local context and street pattern, in particular the scale and proportions of surrounding buildings, and would be entirely out of the character of the area, to the detriment of the local environment. The proposed development is for social housing specifically 8 x one-bed bungalows, 2 x two-bed bungalows and 2 x two-bed semi-detached two-storey houses proportions of which are a great deal smaller than neighbouring properties so the scale and design of the development is entirely out of keeping. The layout and siting, both in itself and in relation to adjoining properties is inappropriate and unsympathetic to the appearance and character of the local environment.

The proposal will demonstrably harm the amenities enjoyed by local residents, in particular the loss of safe parking areas, valuable open space and the right to enjoy a quiet and safe residential environment. It is also detrimental to the form, character and setting of the neighbourhood. In addition, it will place a burden on the water and sewerage drainage system.

The proposed development will also result in the loss of existing views from neighbouring properties and would adversely affect the residential amenity of neighbouring owners as well as the potential for a drop in property value.

3. Adequacy of Infrastructure and drainage

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU7 2.3.9:
Policy HOU7 states that new residential development may only be permitted if the following criteria is met:

- *All public utilities are available including foul or surface water disposal and there are no existing capacity constraints*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 7.6.4: *states in regards to surface and foul water disposal that both Anglian Water Services Limited (AW) and the Environment Agency consider that, in assessing new development proposals, they will expect applicants to provide or indicate the provision of a comprehensive drainage strategy for all new development areas. This is to ensure that the surface water drainage system is both adequate in terms of capacity and that effluent and possible pollutants are not discharged to watercourses. Detailed feasibility studies may be required to determine the optimum location and route (both in terms of practicality and cost) for both foul and surface water drainage systems.*

I believe the proposed development goes against the above policies. The existing sewerage system has failed twice before. I am concerned about the impact of the proposed development on surrounding properties in terms of drainage and in placing undue pressure on the current sewerage system. I am concerned about the potential risk of the sewerage system malfunctioning again and contaminating land close to my property. The SHLAA report states that "Anglian Water have indicated that infrastructure upgrades for sewerage treatment would be required- which could include flow attenuation for foul water connection. No capacity for surface water sewers - SUDs solution would need to be explored" (see appendix B).

4. Environmental Habitats and Impact

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU 4 2.3.3;
Policy HOU4 proposals for residential development in excess of 10 dwellings will be required to comply with the following criteria:

- *There will be no loss of sites of landscape or wildlife importance*

I am concerned that the proposed development contravenes the following laws regarding protected species: Wildlife and Countryside Act (1981) (as amended); the Countryside and Rights of Way Act, 2000; the Natural Environment and Rural Communities Act (NERC, 2006); and by the Conservation of Habitats and Species Regulations (2010). I am specifically concerned about the impact on the bat population in the local environment. The proposed development site is home to bats, which can be seen in this area over the summer months. Any development will jeopardise bat nesting sites. The Bat Preservation Trust states that "legislation dictates that any structures or place which a bats use for shelter or protection are protected from damage or destruction whether occupied or not". The proposed development is within 500m of the North Denes SPA (see appendix B).

I am also concerned about the level of contaminants thought to be located at the site of the proposed development due to its previous uses. The Environmental Protection Act 1990 Part 11V stipulates in its legislation that a council is required to inspect its area and determine whether any land is "Contaminated Land" (see appendix D).

5. Protection of valuable open space

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 8.2.11: *states that in regards to the natural environment the scattered nature of settlements is one of the characteristic features of the local landscape. Areas of open landscape surrounding the main urban area and other settlements provide a physical separation between those settlements and in some instances form landscape extensions into the built up area. It is important to safeguard those areas, which prevent urban sprawl and the coalescence of settlements. The green wedges not only provide a welcome break between settlements but also provide the most readily accessible countryside to residents for recreational and leisure pursuits.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy NNV5 8.2.12: *states that in regards to the natural environment development would not impinge on the physical separation between settlements.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 8.2.17: *states in regards to open space in settlements that open spaces within built areas are a valuable and non-renewable resource. Parks, playing fields, school fields, informal open space, private open space, allotments and cemeteries can provide opportunities for recreation, relaxation and also form wildlife refuges in the urban environment.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy REC11 10.6: *states in regards to amenity space in urban areas that developments which would erode the provision of amenity, open space or any other land which contributes positively to the community or street scene should be refused.*

I am concerned that the proposed development is in contravention of these policies. The proposed dwellings will alter the area and amount to cramming. It will result in the loss of valuable open space and amenity enjoyed by local residents and visitors to the area.

6. Highway safety, inadequate parking and the Impact on Traffic

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU 4 2.3.3;
Policy HOU4 proposals for residential development in excess of 10 dwellings will be required to comply with the following criteria:

- *Satisfactory access could be made available and traffic generated by the proposal would not have a significant effect on the local highway network*
- *There will be no loss of sites of landscape or wildlife importance*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 3.6.2: *states in regards to car parking provision that the most recent survey (1993) concluded: "It is evident that there is still not enough car parking capacity available within the Great Yarmouth town centre or the seafront holiday areas to satisfy demand and future increases in vehicle ownership and usage.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, Policy HOU15 2.5.2: *Policy HOU15 states 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.*

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 2.5.1: *Plan states all new built housing development proposals should have regard to their effect on existing residential property or other adjacent land uses, the character of the environment in which they are located, the need for adequate access for dealing with traffic generation (including approach roads) and the provision of adequate services.*

The proposed development would have an adverse impact on the area adjacent to the site as well as the surrounding area. I believe it is contravention of the above policies.

The proposed development includes dedicated parking spaces for each new residential unit and a few for visitors to the development. This will result in the loss of the car park currently located on this land, and would significantly reduce the current number of car parking spaces available to existing residents, local workers and visitors to an unacceptable level. The current arrangement is a valuable amenity for this neighbourhood (see attached photographs A).

This proposal could lead to vehicle overhanging the adopted highway verge/road to the detriment of other road users inevitably putting more of a burden on highway safety. Overspill parking will occur on Blake Road, Salisbury Road and Collingwood Road, which will reduce the available road width to the detriment of road safety. Exiting these roads at certain times during the day is hazardous as cars already park on junctions causing obstruction (see attached photographs B/C).

The proposed development will generate a significant increase in the volume of local traffic around the area of the development, which will compromise the safety of pedestrians, particularly schoolchildren walking to and from Great Yarmouth High School, and other road users.

7. Detrimental Impact on tourism

Great Yarmouth Borough-Wide Local Plan / Adopted Version: February 2001, 3.6.2: *states in regards to car parking provision that the most recent survey (1993) concluded: "It is evident that there is still not enough car parking capacity available within the Great Yarmouth town centre or the seafront holiday areas to satisfy demand and future increases in vehicle ownership and usage.*

Great Yarmouth Borough-Wide Local Plan (2001), Policy TR20 5.9.2: *states in areas of 'residential and/or holiday accommodation' development of vacant plots, and reconstruction, extension or alteration of buildings that requires the grant of planning permission will only be permitted if the applicant can demonstrate that the*

- *local highway network would be capable of accommodating traffic attributable to the proposal*
- *the development can be adequately serviced*
- *car parking can be provided in accordance with the council's parking and servicing standards*

I am concerned that development will result in significantly reduced parking leading to a negative effect on tourism. My road has a mix of private dwellings, multiple occupancy housing and tourist accommodation. The area of North Drive attracts holidaymakers throughout the season who utilise parking facilities in the area of the proposed development.

8. Emergency Access

The proposals for internal movement within the site are unacceptable and will create conflicts between pedestrians, cyclists, vehicular movements and in particular emergency vehicles as the land sited for development is not wide enough for vehicles to turn safely. Moreover, should an emergency incident take place in one of the properties to the centre of the development this will lead to a backup of emergency vehicles on the access road within the site, causing further risk and barriers to emergency vehicles carrying out their business.

9. Ownership of Land is Unclear

Great Yarmouth Borough Strategic Housing Land Availability Assessment Review of 2012 states within the report "...site ownership is unknown. Without concluding the actual ownership of the land, the intentions to develop cannot be confirmed, therefore it is considered that the site is not immediately available for development" (see appendix B).

10. Planning History

A planning application 06/05/0632/O was made by the Council's Property Services Unit in August 2005 for a two-storey dwelling House but this was withdrawn 18/09/2006, prior to determination. Local Residents objections to this development included loss of privacy and concerns about overlooking. Local residents were supportive that the area be used for car parking. (see appendix A). The SHLAA report stated, "The site is constrained by its irregular site layout and is unable to accommodate proposed residential potential at this density. The constraint is unlikely to be overcome as the size of the site does not allow sufficient flexibility" (see appendix B).

11. Human Rights Act and Noise disturbance

The proposed development will affect me directly by preventing me from enjoying my property in the same way as I do now. Increased noise from cars driving and parking behind my house will cause disturbance in what is currently a quiet area. Noise and disturbance from an additional 32 residents in close proximity to my own property will have a detrimental impact on my privacy and the quiet enjoyment I currently have in my garden. In line with the Human Rights Act, Protocol 1 Article 1, I have a right to peaceful enjoyment of all my possessions, which includes my home and other land. Additionally, Article 8 of the Human Rights Act states that "*a person has substantive right to respect for their private and family life*". My private and family life encompasses my home and my surroundings.

12. Support of local community groups

People of North Yarmouth (PoNY) is concerned about the proposed development, particularly its impact on local parking and road safety.

Brandon Lewis MP has indicated that he is concerned that the proposed development will negatively affect residents specifically in regards to road safety and parking.

The planning application states in Section 14 that the land is vacant but I dispute this. A proportion of land is set aside by Great Yarmouth Borough Council to provide free parking and is operated under the Great Yarmouth Borough Council (off street) Free Parking Places Order 1999 (see attached photographs A). This designated car park is utilised by local residents, by Great Yarmouth High School staff and by customers of the Post Office and McColl's convenience shop. It is also used as parking for delivery vehicles for the shop. It has been enjoyed by local residents as a public right of way having been used for over 50 years, and provides safe access for High School pupils to the school playing fields located off Drake Road.

I trust that my objections will be put before the Planning Committee in due course prior to a decision being made on this application and that my objections will be taken into consideration when deciding the application.

Yours faithfully,

Mrs P. Rutter-South

AGEN
ITEM

8

Briefing Note to: Corporate Management Board – 19th October, 2010.
Cabinet – 20th October 2010.

Report by Head of Planning and Development

Subject Land north of Salisbury Road

Subject:

This note briefs members on the issues regarding the potential for developing the former railway land between Salisbury Road and Barnard Avenue, Great Yarmouth.

This note has been prepared in response to the recent Independent Yarmouth Councillors Scrutiny Meeting. It is understood that the Meeting has indicated that the land should be considered for a residential use.

The land in question is former railway land which has been used variously as a thoroughfare and car parking over the years since its acquisition, by the former County Borough Council, from British Railways in the early 1960's.

In terms of recent planning history, a planning application was made by the Council's Property Services Unit in August 2005 for a two-storey dwelling but was subsequently withdrawn prior to determination. Issues which concerned objectors included overlooking and loss of privacy. There was much support for the area to be used for car parking for local residents and to help overcome anti-social behaviour and rubbish dumping issues. The planning application also raised a potential land contamination issue arising from its former railway use. Details attached. Representations received from residents are retained on the planning application file and are available for inspection at Maltings House and at the Cabinet meeting.

The land has also been assessed as part of the Local Development Framework Housing Land Availability Assessment, 2010. The results of the appraisal are attached and this discounts residential development on the site.

Details of the assessment are attached (identified as Site GR15).

Cabinet's guidance and / or instructions are requested

Peter Warner
Head of Planning and Development
11th October 2010

| | | | |
|------------------------------|---|---------------------------|--------------------|
| Site Ref | Site Address | | |
| GR15 | Land between Barnard and Salisbury Road's, Great Yarmouth | | |
| Site Area (m ²) | Type of Site | Current/Previous Land Use | Planning Status |
| 0.51 | Brownfield | Vacant/Derelict Land | No Planning Status |
| Identification | Source | Settlement Limits | |
| Site not in Planning Process | National Land Use Database | Yes | |

Description of Site

The site is located behind both Blake Road and North Denes Road, and adjacent to Salisbury Road and Barnard Avenue. The site is currently left vacant land, situated at the rear of properties fronting on to Blake Road and North Denes Road. The site is very long and narrow due to its previous use as a disused railway. The surrounding land use is residential (terrace).

Planning History

1) 06/05/0632/O, SALISBURY ROAD, (FORMER RAILWAY LAND), GREAT YARMOUTH. ERECTION OF 2 STOREY DWELLING HOUSE. Withdrawn 18/09/2006.

Suitability Summary

The site is within Great Yarmouth. The site is considered to have good access to a range of facilities - access to three (secondary school, range of shops and a GP surgery).

Highways DC: Access via Salisbury Road. Acceptable for small scale development only, low density private drive

The site is within 500metres of the North Denes SPA, however consultation with Natural England has not highlighted any potential concerns or overall risk to the SPA.

Anglian Water have indicated that infrastructure upgrades for sewerage treatment would be required- which could include flow attenuation for water connection. No capacity for surface water sewers- SUDs solution would need to be explored.

The site is tightly constrained by its shape and location, between the backs of two terrace rows. The north and south of the site are not wide enough to accommodate a dwelling whilst still managing to accommodate access to the rear. It is for these reasons the site is deemed unsuitable for residential development.

Availability Summary

The site was included in the SHLAA as a site that is currently vacant or derelict. Therefore the site is not an expression of interest and the site ownership is unknown. Without concluding the actual ownership of the land, the intentions to develop cannot be confirmed, therefore it is considered that the site is not immediately available for development.

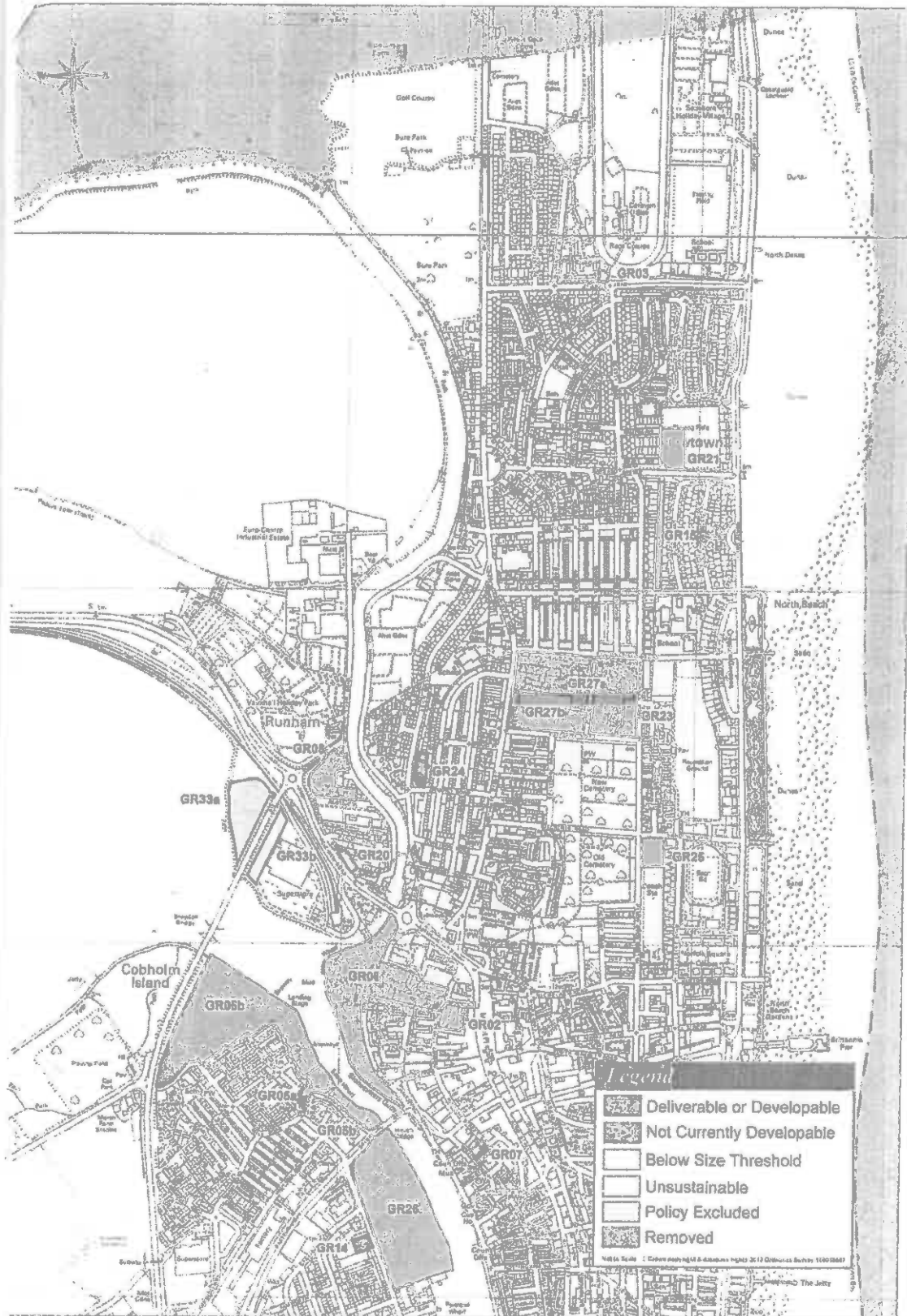
Achievability Summary

The site is constrained by its irregular site layout and is unable to accommodate proposed residential potential at this density. The constraint is unlikely to be overcome as the size of the site does not allow sufficient flexibility.

Conclusion

The site is considered to be constrained on the grounds of its suitability, due to the unsuitable access arrangements and unsuitable site position layout.

Great Yarmouth SHLAA - Map 1 of 2



MEMORANDUM

From the Head of Environment & Health

To: Head of Planning and Development
Attention: M. J. Major
cc: David Nudd

Date: 23 September 2005

Our Ref: GY/2058/00000/00000/DET/VU

Your Ref: 06/05/0632/C

Please ask for: David Thompson

Extension No: 611

ENVIRONMENTAL PROTECTION ACT 1990 PART IIA DEVELOPMENT AT SALISBURY ROAD

I refer to the above development at Salisbury Road which I understand is a brownfield site and may contain contaminants from this or other previous uses.

Therefore, if Committee is minded to approve the application, I would recommend the following conditions:

1. Prior to the commencement of the development and to the satisfaction of the Head of Environmental Health, a site investigation shall be carried out to assess whether the land is contaminated. The investigation shall include details of known previous uses and possible contamination arising from those uses.

If contamination is found or suspected to exist, a scheme to remediate the site to standard suitable for its proposed use shall be forwarded to and approved by the Head of Environment and Health.

(Note: the applicant is strongly advised to contact Environmental Health at an early stage).

David E Thompson
Technical Officer

Great Yarmouth Borough Council (off street) Free car park - A



Great Yarmouth Borough Council (off street) Free car park – A continued



Blake Road/ corner of Salisbury Rd - B



Salisbury Road Parking (at various times throughout the day) - C



Salisbury Road Parking (at various times throughout the day) – C continued



Salisbury Road Parking (at various times throughout the day) – C contlued

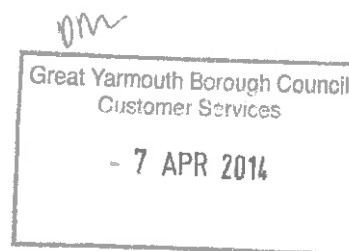




Mr M Sones & Miss L Griffen
8 Blake Road
Great Yarmouth
Norfolk
NR30 4LT

4th April 2014

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



Dear Sirs,

Planning Application 06/14/0168F
Location: Salisbury Road, Great Yarmouth

In response to your letter dated 20th March 2014, we are writing to express our concerns about the proposed development of 12 residential units at Salisbury Road, Great Yarmouth.

Our main concern relates to parking in the area. The Great Yarmouth High School car park is insufficient to service all of the school's employees as it is. The overspill tend to park on the car park where the housing development is proposed and on Blake Road and Salisbury Road. We understand that the school will shortly increase its capacity from 500 students to 900. This will mean additional staff (presumably almost double the current amount) and additional parents dropping/collecting their children by car as well as additional coaches/buses taking students off site during the day. Where are these people going to park in an already densely populated area where parking is insufficient to meet existing needs?

We note from the plans that several of the properties are 4 bedroomed and the proposed parking for the properties is insufficient to service the number of people who will likely be living in the units, let alone any visitors that they might have.

There is already an issue with cars being parked on kerbs and in such a manner that blocks the road. These road infractions are likely to be more frequent if the proposed plan goes ahead (due to the insufficient parking and increased population) in which case how will the emergency services gain access in the event of an emergency?

We understand that the units will be used to house vulnerable people. No further information has been made available, so far as we are aware. We have concerns as to the type of vulnerable person that will be residing so close to the school not to mention our own property.

The plans do not allow for any proper garden space despite some of the properties being 4 bedroom. Where will the children that will be housed play? The proposed unit is likely to lead to an increase in anti social behaviour which will be to the detriment of the local community.

The sewers at the top of Blake Road tend to flood whenever there is a large downpour of rain and the appropriate agency have to deal with this issue. What impact will the proposed development

have upon the sewerage system that is in place? Is it not the case that the land has already been assessed and deemed unsuitable for residential properties?

The proposed development is not central and there will be an impact upon the public transport services which are already heavily used by the children travelling to and from school. Additional bus service would be required and there would be an expense to the council in providing for this.

Another concern that we have relates to the Highways Agency and the 'unadopted' status of the roads on site of the proposed development. Whose responsibility will it be to build and maintain the roads? Again how will the emergency services access the proposed units in the event of an emergency if the roads are damaged?

The local residents are so fundamentally against this development (as evidenced by a local resident's meeting which you will undoubtedly have been made aware of) that there is a definite prospect of hostility and potential for breaches of the peace if the development goes ahead. Not ideal circumstances for a housing estate which is proposed for vulnerable people?

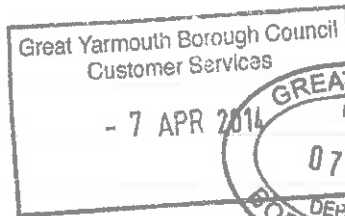
We personally only purchased our property in August 2013 and, other than a brief questionnaire from our own MP, we have received no real information about the plans until your recent letter of 20.03.14. Our views have not been consulted properly until now when the land has already been sold to Saffron Housing for the princely sum of £1 and plans are well established.

We are vehemently against the development being approved as drawn. The land, in our view, is not suitable for residential use and is already a vital resource to the local community for much needed parking space. If the Council wishes to relinquish responsibility for the land (and the costs that will be associated with that) then the land should have been gifted or sold to the adjoining houses or else gifted or sold to the school for parking.

We realise that the government incentives for selling the land to the Housing Association would have been alluring but in our view the sale was made with no thought to the interests of the local community or the town as a whole.

Regards

Mr M Sones &
Miss L Griffen



P.A. LARNER
36. BLAKE ROAD
GREAT YARMOUTH
NR 30 4 LT

FOR THE ATTENTION OF MR DEAN MINNS
GROUP MANAGER (PLANNING)

DEAR MR MINNS

RE:- PLANNING

APPLICATION NO 06/14/0168/F FOR
DEVELOPEMENT OF 12 AFFORDABLE
RESIDENTIAL UNITS.

I FEEL I MUST WRITE TO OBJECT TO
THE PROPOSED BUILDINGS.
THE AREA IS IN NEED OF A CAR PARK TO
ACCOMMODATE THE LARGE AMOUNT OF CARS
BEING USED FOR SCHOOL BUSINESS. IT IS
OBVIOUS THE CAR PARK PROVIDED BY THE
HIGH SCHOOL IN THEIR GROUNDS IS BY
NO MEANS ADEQUATE. AT ANY TIME,
DURING SCHOOL TIME THERE ARE CARS
PARKED BOTH SIDES OF SALISBURY ROAD,
THE SCHOOL CAR PARK IS FULL AND BLAKE
AND COLLINGWOOD ROADS TAKING THE
OVERFLOW. THIS IS A DANGEROUS SITUATION
AS TO EXIT BLAKE ROAD YOU HAVE TO
DRIVE ON THE RIGHT HAND SIDE OF THE
ROAD. IT'S ONLY A MATTER OF TIME
BEFORE AN ACCIDENT OCCURS. THE
SITUATION IS DIRE NOW SO WHEN THE
EXTRA FIVE HUNDRED PLUS STUDENTS

ATTEND THE SCHOOL IN THE FUTURE
WHERE WILL THE EXTRA TEACHERS PARK
THEIR CARS? ALSO WHEN AN EVENT IS
HELD AT THE SCHOOL THE NEED FOR A
CAR PARK IS CRUCIAL.

I FEEL THE SITE ALLOCATED FOR THE PROPOSED BUILDINGS WOULD BE AN IDEAL SITE FOR A CAR PARK. I ALSO THINK THE SITE IS NOT BIG ENOUGH FOR HOUSING IN RELATION TO THE ADJOINING PROPERTIES.

I HOPE MY OBJECTION WILL BE PUT BEFORE THE PLANNING COMMITTEE PRIOR TO A DECISION BEING MADE ON THIS APPLICATION

YOURS FAITHFULLY

10

(trans)



Mrs. Sandra Singleton
27 Blake Road
Great Yarmouth
Norfolk
NR30 4LT

4th April 2014

Planning Officer,
Great Yarmouth Borough Council
Town Hall
Great Yarmouth
Norfolk
NR30 2QF

DM



Proposed Development by Saffron Housing ref 06/14/0168/F

I wish to object to the above planning application.

1. Although the planned properties are one story high they will have a detrimental effect on the properties on the odd number side of Blake Road by cutting out sunlight. As the site is very narrow the planned buildings will be situated very close to the perimeter.
2. This area is classified as a car park and is used on a daily basis. At the moment parking on Blake Road is horrendous, and with closing of the car park it would then become very dangerous.
3. How much will the Great Yarmouth Borough Council compensate the residents for the loss of value on their properties?
4. The proposed site is not really suitable as it was originally railway lines.
5. This site is also used by the students of Great Yarmouth High School to gain access to the playing field on Drake Avenue.

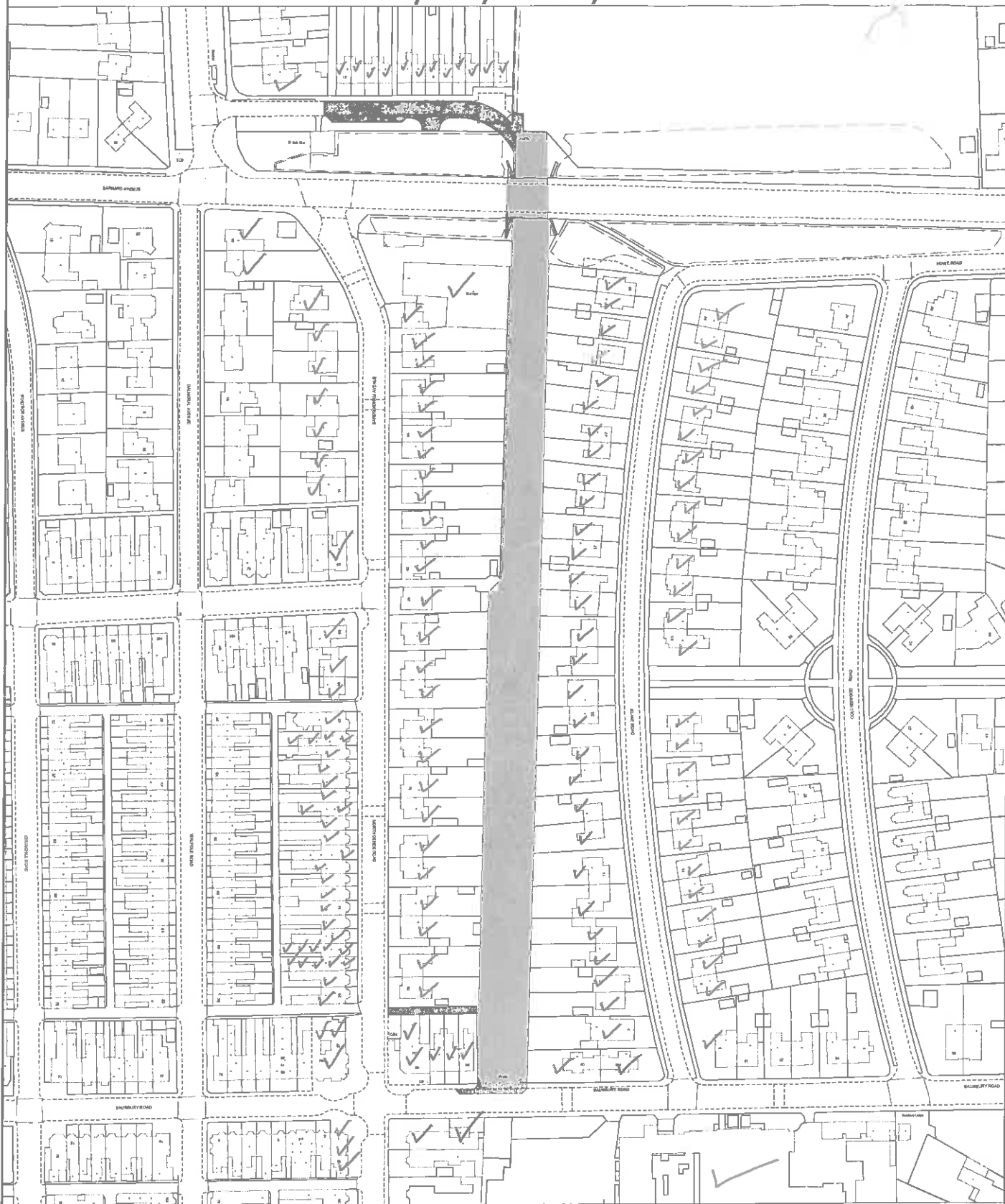
Please consider the area with a High School on Salisbury Road and the residents in this part of Great Yarmouth.

Yours sincerely

Sandra Singleton

SITE NOTICES POSTED

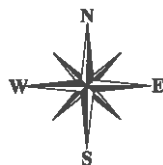
06/14/0168/F



GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Business Services,

Town Hall, Great Yarmouth,
Norfolk. NR30 2QF



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