

Reference: 06/16/0189/F

Parish: Gorleston

Officer: Mrs G Manthorpe

Expiry Date: 19-12-16

Applicant: Dawson Brown Ltd

Proposal: Development of 18 dwellings (9 no. 2 bedroom house and 9 no. 2 bedroom flats) with associated external works.

Site: Burnt Lane and Addison Road – former Ivy House and The Hollies

REPORT

1 Background / History :-

1.1 The application site comprises 2543 square metres and has two road frontages at Burnt Lane and Addison Road. The land currently comprises two Victorian villas and a former care home fronting on to Addison Road.

1.2 Addison Road is largely formed of 1920's semi-detached properties with Burnt Lane comprising higher density primarily terraced dwellings.

1.3 There have been previous applications on the site with the most recent and relevant listed below:

- 06/12/0688/F – Conversion of Ivy House and The Hollies to two 5 bedroom dwellings and the demolition of single storey buildings and the erection of two 4 bedroom dwellings. Approved.
- 06/14/0824/M – Demolition of the Hollies, Hollies bungalow, Ivy House and The Willows. Details not required.

2 Consultations :-

2.1 Neighbours – There have been 5 responses to the consultation.

One subject to the condition that the one way designation at Burnt Lane be extended down from no. 29 Burnt Lane to the roundabout.

Two objections which can be summarised below:

- Lack of Parking on Burnt Lane, can it be guaranteed that the spaces provided are used?
- The proposed density is too high.
- Three storey flats are out of keeping with the adjacent properties.

- Traffic congestion.
- Increased traffic.
- Roads are not suitable for heavy vehicles.
- Cars parked on the road make visibility difficult.
- Overlooking from the three storey flats.
- Loss of value of home.
- Disruptive effect on neighbouring homes.

One in support requesting that there is 1.5m gap between the proposed development and no. 34 Burnt Lane.

2.2 Highways – Whilst the proposals will increase traffic movements onto Burnt Lane and its junction with the Beccles Road roundabout, Burnt Lane is wide enough for two vehicles to pass at the junction with the roundabout and appropriate waiting restrictions are provided around the junction to deter parking at this location. I am therefore satisfied that the proposals will not result in a severe residual impact on the highway network.

Accordingly, in highway terms only there are no objections to the proposals but the following conditions and informative note are recommended to be appended to any grant of permission your Authority is minded to make. Full comments and conditions are attached to this report.

2.3 Building Control – No comments.

2.4 Local Lead Flood Authority – The application falls below the current threshold.

2.5 Norfolk Fire and Rescue Service – Condition requested that the applicant installs a fire hydrant on no less than a 90mm main at the cost of the development.

2.6 Norfolk Constabulary – The parking is not the ideal layout for surveillance and there should be provision of fencing to a height of no less than 1.5m between the rear gardens. Full comments are on the file and available online.

2.7 Historic Environment Service - The proposed development sits along the frontage of Burnt Lane, immediately to the south of the site of the Augustinian friary. The friary was founded in the 1290s, and was enlarged several times due to public benefactors. One of the 15th century friars, John Brome, acquired a considerable library, several illuminated manuscripts from which survive (including the Gorleston Psalter, the Macclesfield Psalter and the Douai Psalter). While some scholars suggest that these were created in Gorleston, they are more likely to have been created in the Scriptorium at Norwich Cathedral. Certainly they are all outstanding examples of the so-called East Anglian school of illumination. The friary was suppressed in the Dissolution of the 1530s. Burnt Lane is said to have derived its name from a fire in the friary kitchens. Manship records the friary as being set up at the northern edge of Gorleston, suggesting

that the proposed development site is within the medieval town. Certainly the friary is likely to have built up a degree of ancillary settlement. Hence the potential for the survival of medieval archaeological deposits is very high.

Previous applications on the site have involved the retention of the current buildings. The current application is considerably bigger than the previous application, and is sited along the Burnt Lane frontage. Hence we recommend a more comprehensive programme of archaeological works than the previous application.

If planning permission is granted, we request that it be subject to the following conditions, in accordance with Paragraph 141 of the NPPF:

A) No demolition/development shall take place/commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

2.8 Strategic Planning - It is noted that the proposal site is within the Main Urban Area of Gorleston. The proposed site is surrounded predominantly by residential uses and the development would represent a net gain of fifteen residential units.

Weight should also be given to the NPPF requirement to significantly boost housing supply, with local emphasis also on the Core Strategy with Gorleston identified as a Main Town (Policy CS2) to deliver a proportion of such growth.

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

2.9 Anglian Water – No comments received.

2.19 Health East – No comments received.

3 Policy :-

3.1 Policy CS1 of the adopted Core Strategy

For the Borough of Great Yarmouth to be truly sustainable it has to be environmentally friendly, socially inclusive and economically vibrant not just for those who currently live, work and visit the borough, but for future generations to come. When considering development proposals, the Council will take a positive approach, working positively with applicants and other partners to jointly find solutions so that proposals that improve the economic, social and environmental conditions of the borough can be approved wherever possible.

To ensure the creation of sustainable communities, the Council will look favourably towards new development and investment that successfully contributes towards the delivery of:

- a) Sustainable growth, ensuring that new development is of a scale and in a location that complements the character and supports the function of individual settlements
- b) Mixed adaptable neighbourhoods, which provide choices and effectively meet the needs and aspirations of the local community
- c) Environmentally friendly neighbourhoods that are located and designed to help address and where possible mitigate the effects of climate change and minimise the risk of flooding
- d) A thriving local economy, flourishing local centres, sustainable tourism and an active port
- e) Safe, accessible places that promote healthy lifestyles and provide easy access for everyone to jobs, shops and community facilities by walking, cycling and public transport
- f) Distinctive places that embrace innovative, high quality urban design that reflects positive local characteristics and protects the borough's biodiversity, unique landscapes, built character and historic environment

Planning applications that accord with this policy and other policies within the Local Plan (and with policies in adopted Neighbourhood Plans, where relevant) will be approved without delay, unless other material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole
- Specific policies in that Framework indicate that development should be restricted

3.2 Policy CS2 of the adopted Core Strategy

Achieving sustainable growth

Growth within the borough must be delivered in a sustainable manner in accordance with Policy CS1 by balancing the delivery of new homes with new jobs and service provision, creating resilient, self-contained communities and reducing the need to travel. To help achieve sustainable growth the Council will:

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

- Approximately 35% of new development will take place in the borough's Main Towns at Gorleston-on-Sea and Great Yarmouth
- Approximately 30% of new development will take place in the borough's Key Service Centres at Bradwell and Caister-on-Sea
- Approximately 30% of new development will take place in the Primary Villages of Belton, Hemsby, Hopton on Sea, Ormesby St Margaret, Martham and Winterton-on-Sea
- Approximately 5% of new development will take place in the Secondary and Tertiary Villages named in the settlement hierarchy
- In the countryside, development will be limited to conversions/replacement dwellings/buildings and schemes that help to meet rural needs

b) To ensure compliance with Policy CS11, the proportions of development set out in criterion a) may need to be further refined following additional work on the impact of visitor pressures on Natura 2000 sites

c) Ensure that new commercial development for employment, retail and tourism uses is distributed in accordance with Policies CS6, CS7, CS8 and CS16

d) Promote the development of two key strategic mixed-use development sites: the Great Yarmouth Waterfront area (Policy CS17) and the Beacon Park extension, south Bradwell (Policy CS18)

- e) Encourage the reuse of previously developed land and existing buildings

To ensure that the Council delivers its housing target, the distribution of development may need to be flexibly applied, within the overall context of seeking to ensure that the majority of new housing is developed in the Main Towns and Key Service Centres where appropriate and consistent with other policies in this plan. Any changes to the distribution will be clearly evidenced and monitored through the Annual Monitoring Report.

3.3 Saved Policy HOU7 of the Borough Wide Local Plan

NEW RESIDENTIAL DEVELOPMENT MAY BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE PARISHES OF BRADWELL, CAISTER, HEMSBY, ORMESBY ST MARGARET, AND MARTHAM AS WELL AS IN THE URBAN AREAS OF GREAT YARMOUTH AND GORLESTON.

NEW SMALLER SCALE RESIDENTIAL DEVELOPMENTS* MAY ALSO BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE VILLAGES OF BELTON, FILBY, FLEGGBURGH, HOPTON-ON-SEA, AND WINTERTON.

IN ALL CASES THE FOLLOWING CRITERIA SHOULD BE MET:

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

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

(C) SUITABLE ACCESS ARRANGEMENTS CAN BE MADE;

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

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

(* i.e. developments generally comprising not more than 10 dwellings.)

3.4 Saved Policy HOU16 of the Borough Wide Local Plan.

A HIGH STANDARD OF LAYOUT AND DESIGN WILL BE REQUIRED FOR ALL HOUSING PROPOSALS. A SITE SURVEY AND LANDSCAPING SCHEME WILL BE REQUIRED WITH ALL REQUIRED WITH ALL DETAILED APPLICATIONS FOR MORE THAN 10 DWELLINGS THESE SHOULD INCLUDE MEASURES TO RETAIN AND SAFEGUARD SIGNIFICANT EXISTING LANDSCAPE FEATURES AND GIVE DETAILS OF, EXISTING AND PROPOSED SITE LEVELS PLANTING AND AFTERCARE ARRANGEMENTS.

4 Assessment :-

- 4.1 The application is a full application for the erection of 18 dwellings comprising 9 three bedroom houses and 9 two bedroom flats. The layout of the scheme has the three bedroom houses arranged in a terrace facing onto Burnt Lane with the flats facing Addison Road. The terraced houses are two storey in keeping with the existing burnt lane frontage. The flats are three storey which are proposed to extend round the Corner of Burnt Lane and front Addison Road.
- 4.2 The design of the development has evolved to allow for a more attractive frontage and a better architectural link between the two and three storey sections of the development. The houses proposed to front Burnt Lane have been stepped to break up the form of the development and the materials which have been submitted provide alternative frontages seeking to add a unified cohesion to the frontage to Burnt Lane. The existing properties at Burnt Lane are a mix of designs materials with generally flat frontages and minimalist detail. There is currently a high wall in place to the Burnt Lane frontage which is to be removed. The Houses as proposed shall be set back 30cm and 60 cm from the public footpath which extends the length of the road frontage. The existing Burnt Lane properties vary in distance back from the public highway with some being set on the highway boundary and some set back varying distances.
- 4.3 The flats are set back further from the public highway by 90cm at the Burnt Lane section and up to 2 metres at the most set back point facing Addison Road. The additional set back seeks to reduce the appearance of the massing of the three storey section. There are not currently any three storey dwellings at Addison Road however there was a recent approval at the former White Horse public house which included three storey flats as part of the scheme. The proximity of the White Horse scheme and the proposed development will provide an interaction between the developments which will add to the existing character of the area. The flats as proposed will be visible from the White Horse roundabout and there will be a visual link between the developments of similar height form and massing.
- 4.4 There have been objections from residents regarding the increase in traffic using Burnt Lane and the current parking difficulties. There are 36 parking spaces proposed with the development which provides two spaces per dwelling. There are no highways objections to the provisions are existing. A neighbour has questioned whether the future occupants will be required to utilise the spaces. Persons cannot be required to park in a certain area should they choose to park

on the public highway although with adequate parking provision future occupants are more likely to utilise spaces provided.

- 4.5 There are a number of mature trees in existence on the site all bar two of which are to be removed. The two which are to remain are located to the east of the entrance one of which, a copper beech, has a TPO in place upon it.
- 4.6 The proposed access is to be located off Addison Road and has an adequate visibility splay to comply with Highways standards. The access leads into a private drive which has parking located at each side.
- 4.7 A neighbour has written in support of the application providing adequate space is left between the existing property and the proposed development. It is shown that there will be a gap of between 1.25m and 1.95m between the development proposed and no. 34 Burnt Lane.
- 4.8 There has been an objection regarding the increased overlooking from the three storey flats towards existing dwellings at Burnt Lane. There will be an increase in overlooking by the creation of high level windows facing to the north. The distance from the proposed flats to the garden of no. 26 Addison Road is approximately 12 metres at the closest point. The distance mitigates the amount of overlooking although some will occur from the upper flats. Given the location of the proposed development and the current density there is already a degree of overlooking from the adjacent properties and therefore although there is an increase in overlooking this is not deemed sufficient to refuse the application.
- 4.9 There have been further objections to the development regarding the potential loss in value of existing properties and disruption during construction. These are not material considerations for the purpose of planning however the times of construction, given the location of the site and proximity to existing residential properties, can be conditioned in addition to existing legislation to control hours of construction to ensure that work is not carried out at hours which will cause a nuisance.
- 4.10 The development proposed is located within the urban area of Gorleston and as such is a sustainable location. The application for housing in this location is supported by local and the National Planning Policy Framework which encourages sustainable development unless material considerations indicate otherwise.

5 RECOMMENDATION :-

- 5.1 The recommendation is to approve the application subject to the signing of a s106 agreement to provide policy compliant affordable housing as it complies with Local and National Planning Policy.

Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Kevin Meale

Address 50 Burnt Lane

Gorleston

Great Yarmouth

Norfolk

Post Code NR31 0PG

Telephone

Email Address

For or Against GC General Comments

Speak at Committee

I hope the council have taken into consideration the parking situation on Burnt lane as we already have to fight for parking spaces due to people from surrounding roads (Beccles Road) parking on the road. Please take into consideration that most households these days have 2 cars and although the plans show parking spaces provided can they guarantee they will be used.

Date Entered 14-04-2016

Internet Reference OWPC728

Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Mr & Mrs I M Daniels

Address 51 Burnt Lane

Gorleston

Great Yarmouth

Norfolk

Post Code NR31 0PG

Telephone

Email Address

For or Against NOS Subject to Condition

Speak at Committee

While we welcome a decision on the demolition on this run down site, we have no issues with the proposed houses, we do however feel that the plans for the 9 flats are quite imposing and could be overbearing in height and appear out of keeping with the design and character of the existing dwellings in Burnt Lane. We welcome that these new homes will have designated parking due to the issues that current residents experience but have concerns around additional traffic flow onto Burnt Lane from the Beccles Rd Roundabout. This entrance will only allow one vehicle to travel either way at one time which makes it dangerous to stop on a busy roundabout to wait to turn in to Burnt Lane if another car is attempting to turn out. In our opinion this could be easily alleviated by extending the one

Date Entered 16-04-2016

Internet Reference OWPC732

Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Mr & Mrs I M Daniels

Address 51 Burnt Lane

Gorleston

Great Yarmouth

Norfolk

Post Code NR31 0PG

Telephone

Email Address

For or Against NOS Subject to Condition

Speak at Committee

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Date Entered 16-04-2016

Internet Reference OWPC732

Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Mr & Mrs I M Daniels

Address 51 Burnt Lane

Gorleston

Great Yarmouth

Norfolk

Post Code NR31 0PG

Telephone

Email Address

For or Against NOS Subject to Condition

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Great Yarmouth

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For or Against NOS Subject to Condition

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Date Entered 16-04-2016

Internet Reference OWPC732

Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Andrew Ellis

Address 151 beccles rd bradwell

Post Code NR318PR

Telephone

Email Address

For or Against NOJ No Objection

Speak at Committee

I Fully support the application will be good to tidy up the area providing a 1.5 mtr gap is left between the start of the development and 34 burnt lane which i own so i can carry out maintenance on the Gable of the property as it requires own going work

Date Entered 18-04-2016

Internet Reference OWPC735

Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Miss S Allen

Address 12 Garnham Road

Gorleson

Gt Yarmouth

Post Code

Telephone

Email Address

For or Against

Speak at Committee

Too high density housing for plot, three story flats out of keeping with adjacent properties, traffic congestion; the two way stretch of burnt lane has cars parked both sides (on pavements) the road which links Burnt Lane and Addison Road always has cars parked on it making driver visibility difficult.

Date Entered 23-04-2016

Internet Reference OWPC738

Internet Consultees

Application Reference 06/16/0189/E

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Matthew Brooks

Address 24 Addison Road

Gorleston

Gt Yarmouth

Post Code NR31 0PA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

We are extremely concerned about the proposed development for the reasons listed below:

-Increased traffic - We live on the corner of the access road between Burnt Lane and Addison Road. At the best of times, Burnt Lane is single lane with the parked cars on each side. With 36 planned parking spaces, there is likely to be significantly increased traffic on Burnt Lane. The entrance to Burnt Lane off the White Horse Roundabout is already hazardous as it is only wide enough for one vehicle, with more traffic this risk will increase. Also, neither Addison Road or Burnt Lane are suitable for heavy vehicles, and building works will likely cause a large amount of disruption in both traffic and noise/hazard terms. Having seen the amount of disruption caused when the council

Date Entered 24-04-2016

Internet Reference OWPC739

Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Matthew Brooks
Address 24 Addison Road
Gorleston
Gt Yarmouth

Post Code NR31 0PA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

installed 2 dropped kerbs on the access road, a major construction project would be a massive imposition on local residents.
the 3 storey flats are located directly opposite our house and will overlook our garden which we feel will devalue our property as well as being a clear diminishing of our privacy with 2 young children. One of the main reasons we bought this house was that it was a quiet residential area which would be safest for our children, with the increase in population/traffic etc, this will be at best best compromised.
-Behind the proposed development site is a care home with supported housing. The construction of so many

Date Entered 24-04-2016

Internet Reference OWPC739

Internet Consultees

Application Reference 06/16/0189/F

Attachments

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Name Matthew Brooks
Address 24 Addison Road
Gorleston
Gt Yarmouth

Post Code NR31 0PA

Telephone

Email Address

For or Against ☐ OBJ ☐ Object

Speak at Committee ☐

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-Behind the proposed development site is a care home with supported housing. The construction of so many residences in direct proximity will have a significantly disruptive effect on the home and its tenants.

Date Entered 24-04-2016

Internet Reference OWPC739

ACK 25/4/16 S

Application Reference 06/16/0189/F

Attachments

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Name Matthew Brooks

Address 24 Addison Road

Gorleston

Gt Yarmouth

Post Code NR31 0PA

Telephone

Email Address

For or Against

OBJ

Object

Speak at Committee

▼

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For or Against OBJ Object

Speak at Committee

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Date Entered 24-04-2016

internet Reference OWPC739



Community and Environmental
Services
County Hall
Martineau Lane
Norwich
NR1 2SG

NCC contact number: 0344 800 8020
Textphone: 0344 800 8011

Gemma Manthorpe
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Your Ref: 06/16/0189/F
Date: 21 April 2016

My Ref: 9/6/16/0189
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Gemma

**Great Yarmouth: Development of 18 dwellings (9 no. 2 Bedroom Houses and 9 no. 2 Bedroom Flats) with associated external works
Burnt Lane & Addison Road Former Ivy House & The Hollies Gorleston GREAT
YARMOUTH**

Thank you for your recent consultation with respect to the above, which I would advise has been subject to pre-application advice from the Highway Authority.

Whilst the proposals will increase traffic movements onto Burnt Lane and its junction with the Beccles Road roundabout, Burnt Lane is wide enough for two vehicles to pass at the junction with the roundabout and appropriate waiting restrictions are provided around the junction to deter parking at this location. I am therefore satisfied that the proposals will not result in a severe residual impact on the highway network.

Accordingly, in highway terms only I have no objection to the proposals but I would recommend the following conditions and informative note be appended to any grant of permission your Authority is minded to make.

SHC 08 Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan (drawing number F155 01) in accordance with the highway specification (Dwg. No. TRAD 3) attached. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

Continued/...

- SHC 09 Vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be limited to the access shown on drawing No F155 01 only. Any other access(es) or egresses shall be permanently closed, and the footway shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority, concurrently with the bringing into use of the new access.

Reason: In the interests of highway safety.

- SHC 11 Notwithstanding the submitted details unless otherwise agreed in writing by the Local Planning Authority the proposed private drive shall be maintained in perpetuity at a minimum width of 4.6 metres for a minimum length of 10 metres as measured from the near edge of the highway carriageway and shall be constructed perpendicular to the highway carriageway (plus or minus 10 degrees) for a minimum length of 10 metres as measured from the near edge of the highway carriageway.

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

- SHC 19 Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan (Dwg No F155 01). The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

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

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

- Inf. 2 This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Management Group. Please contact Developer Services on 0344 800 8020.

Continued/...

If required, street furniture will need to be repositioned at the Applicants own expense.

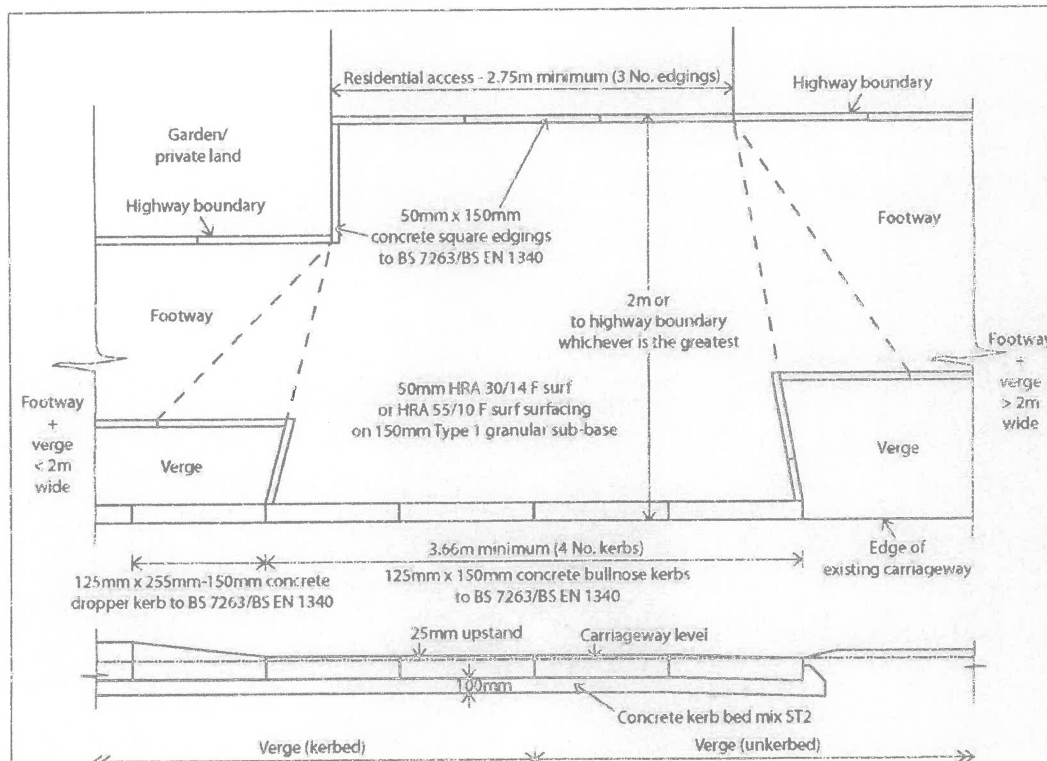
Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.
If required, street furniture will need to be repositioned at the Applicants own expense.

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

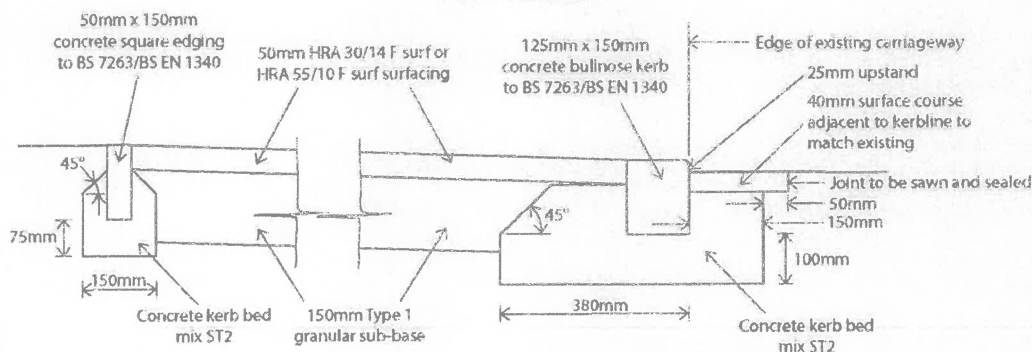
Yours sincerely

Stuart French

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



Plan + Elevation



Edging Detail

Dropped Kerb Detail

Norfolk County Council
at your service

**Footway Crossing
(with Verge to Front) -
Typical Residential Access Details**

November 2011

Dwg. No. TRAD 3

NTS

Notes:

Hot rolled asphalt (HRA) surface course references refer to specifications given in PD 6691 2010/BS 594987 2010.

Within conservation areas:-

1. Concrete conservation type kerbs and edgings shall be used in place of the standard BS 7263/BS EN 1340 kerbs and edgings.
2. 10mm/14mm clear resin coated gravel chippings shall be rolled into the surface of the HRA surfacing at a rate of 5.2kg/sq.m to give 50% shoulder to shoulder coverage.

From ~~To~~: Building Control Manager

My Ref: 06/16/0189/F

To ~~From~~: Development Control Manager

Date: 13th April 2016

Case Officer: Miss G Manthorpe
Parish: Great Yarmouth 5

Development at:-

Burnt Lane & Addison Road
Former Ivy House & The Hollies
Gorleston
GREAT YARMOUTH

For:-

Development of 18 dwellings (9
no. 2 Bedroom Houses and 9 no.
2 Bedroom Flats) with
associated external works

Applicant:-

Dawson Brown Ltd
The Union Building
51-59 Rose Lane
NORWICH

Agent:-

Fusion 13
Mr L Marsh
9 Princes Street
NORWICH

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

Please let me have any comments you may wish to make by 27th April 2016.

COMMENTS:

No adverse comments

DB 14.4.16

Miss G Manthorpe
Great Yarmouth Borough Council
Planning and Business Services
Town Hall
Great Yarmouth
Norfolk
NR30 2QF

Your Ref: 06/16/0189/F
Date: 20 April 2016

My Ref: FWP/16/6/2541
Tel No.: 0344 800 8020
Email: llfa@norfolk.gov.uk

Dear Sir/Madam

Town and County Planning (Development Management Procedure) (England) Order 2015

Development of 18 dwellings (9 no. 2 Bedroom Houses and 9 no. 2 Bedroom Flats) with associated external works at Great Yarmouth - Burnt Lane & Addison Road, Former Ivy House & The Hollies, Gorleston, GREAT YARMOUTH

Thank you for your consultation on the above site, received 13 April 2016. We apologise if there has been any delay in providing this response.

Officers have screened this application and it falls below our current threshold for providing detailed comment. This is because the proposal is for less than 250 dwellings or 5 ha in size and is not within a surface water flow path as defined by Environment Agency mapping.

You should satisfy yourself that the applicant has demonstrated compliance with;

- The National Planning Policy Framework ("NPPF") paragraph 103 by ensuring that the proposal would not increase flood risk elsewhere.
- Written Ministerial Statement HCWS 161 by ensuring that Sustainable Drainage Systems for the management of run-off are put in place.

The applicant should also demonstrate how the proposal accords with national standards and relevant guidance. If the proposal does not accord with these the applicant should

Continued.../

state their reasoning and the implications of not doing so. The key guidance available is set out below;

- Planning Practice Guidance - Flood Risk and Coastal Change
- Non statutory technical standards for sustainable drainage systems (March 2015 by Department for Environment, Food and Rural Affairs)
- The SuDS Manual C697 (2007 CIRIA). We would advise that this Manual has recently been updated and replaced by report C753 (2015), which is now available free on the CIRIA website. For future reference, we would expect any information submitted after 12 March 2016 to use the 2015 SuDS Manual. This would not preclude any applicant using the 2015 manual during the transition period set by Norfolk County Council.
- On the 19th February 2016, the Environment Agency updated the guidance on climate change allowances for peak river flow and rainfall intensity. The information for the Anglian Region and transitional arrangements for use within the planning process can be found at <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>. We highlight that peak river flow climate change allowances should be considered for assessing risk to ordinary watercourses as well as main rivers.

In addition we have summarised the relevant section of the County Councils standing advice below. This is in line with our guidance on Norfolk County Council's Lead Local Flood Authority role as Statutory Consultee to Planning which can be found on our website ([lead-local-flood-authority-role-as-statutory-consultee-to-planning.pdf](#)).

- Standing advice 1 relates to consenting of works which are likely to affect flows in an ordinary watercourse
- Standing advice 2 relates to small scale extensions which may install hard surfaces such as car parking and would require SuDS in the form of permeable surfaces
- Standing advice 4 relates to surface water management for either;
 - minor development which **may or may not** be at risk from local sources of flooding
 - major development under our size thresholds which is **not** at risk of local sources of flooding.

If you are aware of a particular surface water flooding issue at this location which requires further bespoke advice, please re-consult detailing the perceived nature of flooding or details of flooding that has occurred

Please note if there are any works proposed as part of this application that are likely to affect flows in an ordinary watercourse, then the applicant is likely to need the approval of the County Council. In line with good practice, the Council seeks to avoid culverting, and its consent for such works will not normally be granted except as a means of access. It should be noted that this approval is separate from planning.

Continued.../

Continuation sheet to: FWP/16/6/2541

Dated : 20 April 2016

-3-

Further guidance for developers can be found on our website at

<https://www.norfolk.gov.uk/rubbish-recycling-and-planning/flood-and-water-management/information-for-developers>

We have no further comment to make at this time.

Yours faithfully

A handwritten signature in cursive script, appearing to read 'G.R. Brown', with a horizontal line underneath.

Sent on behalf of Graham Brown
Flood and Water Manager

Lead Local Flood Authority



Norfolk County Council
at your service



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

Website: www.norfolkfireservice.gov.uk

Miss G Manthorpe
Great Yarmouth Borough Council
Planning Services
Development Control
Town Hall, Hall Plain
Great Yarmouth
NR30 2QF

Please ask for: Jonathan Wilby
Direct Dial: 01493 339901
Email: jonathan.wilby@fire.norfolk.gov.uk
My Ref: 00016790
Your Ref:

26 April 2016

Dear Madam

Planning Application No: 06/16/0189/F
Development at: Burnt Lane & Addison Road, Former Ivy House & The Hollies,
Gorleston, Great Yarmouth.
For: Development of 18 dwellings (9 no. 2 bedroom houses and 9 no. 2 bedroom
flats) with associated external works.

Thank you for your consultation letter dated 13th April 2016.

I acknowledge receipt of the above application and I do not propose to raise any
objections providing the proposal meets the necessary requirements of the current
Building Regulations 2000 – Approved Document B (volume 1 – 2006 edition, amended
2007) as administered by the Building Control Authority.

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

Yours faithfully

Jonathan Wilby
for Chief Officer



Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name P A Bond

Address Norfolk Fire and Rescue Service

Whitegates

Hethersett

Norfolk

Post Code NR9 3DN

Telephone 03001231165

Email Address patricia.bond@fire.norfolk.gov.uk

For or Against NOS Subject to Condition

Speak at Committee

Norfolk Fire and Rescue Service would like to add the following as a planning condition to this development:

With reference to this application, taking into account the location of the existing fire hydrant coverage, Norfolk Fire and Rescue Service will require a hydrant to be installed on no less than a 90mm main.

No development shall commence on site until a scheme has been submitted for the provision of the fire hydrant on the development in a location agreed with the Council in consultation with Norfolk Fire and Rescue Service

Date Entered 26-04-2016

Internet Reference 0WPC742

Internet Consultees

Application Reference 06/16/0189/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name P A Bond

Address Norfolk Fire and Rescue Service

Whitegates

Hethersett

Norfolk

Post Code NR9 3DN

Telephone 03001231165

Email Address patricia.bond@fire.norfolk.gov.uk

For or Against NOS Subject to Condition

Speak at Committee

Informative

With reference to the condition, the developer will be expected to meet the costs of supplying and installing the fire hydrant.

Reason for Condition

Condition is needed to ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

Date Entered 26-04-2016

Internet Reference OWPC742

Secured by Design



NORFOLK
CONSTABULARY
Our Priority is You

FAO
Miss G MANTHORPE

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

Norfolk Constabulary

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

Tel: 01493 333349
Mobile: 07920 878216
Email: wolseyr2@norfolk.pnn.police.uk

www.norfolk.police.uk
Non-Emergency Tel: 101

Ref: 06/16/0189/F

Date: 03/05/16

Planning Application

**Development of 18 dwellings (9 no. 2 bedroom houses and 9 no. 2 bedroom flats)
with associated external works at Burnt Lane & Addison Road, Former Ivy House &
The Hollies, Gorleston, GREAT YARMOUTH**

Dear Miss Manthorpe,

Thank you for inviting me to comment on the above Planning Application. I have inspected the proposals on-line and have visited the site. Crime records for this area in the previous 12 months show a notable level of burglary dwelling incidents and occurrences of motor vehicle crime. The Design and Access Statement makes minor reference to Secured by Design at section 3.1 relative to informal surveillance of amenity and parking areas but provides no detail and no references to wider aspects of Secured by Design security principles within this development. I therefore make the following comments:

As legitimate on street parking takes place along the two narrow roadways on Burnt lane and Addison road, I would recommend additional parking road restrictions are applied to the new entranceway off Addison road, thereby preventing a hazardous restricted view from the development.

The existing boundary treatment along Addison Road consists of old and poor quality close board fencing with walling dominating the Burnt Lane elevation. I was unable to

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



Awarded for excellence

INVESTOR IN PEOPLE

gauge the type or condition of existing boundary treatment for the other elevations but recommend that all boundary treatments (*excepting open frontages*) provide appropriate robust protection for the residents and neighbouring properties together with sufficient privacy and security protection. I would recommend 1.8m closed boarded fencing would be appropriate in this development. The fence line between no.34 Burnt Lane and Plot 1 should be brought forward to run flush with the front building line so there are no recesses for criminals to hide. I would also encourage boundary fencing extends to protect the flats and garden frontage at the junction between Addison road and Burnt lane. Rear gardens should be protected by the provision of no less than 1.5m closed boarded fencing to enable a good degree of beneficial natural surveillance across the plots.

Individual rear gardens lead to a rear parking court area and in this design only 12 out of 36 bays can be said to have adequate surveillance protection from the active ground floor rooms. 24 bays are distant from the rear of the properties meaning the first row nearest the properties will screen the rear parking bays from natural surveillance leaving them at risk to vehicle crime. I cannot recommend this design as it does not adequately provide sufficient security or safety cover for residents and their vehicles.

Although the development will benefit from borrowed street lighting along Burnt Lane and Addison Road, I recommend the fitting of vandal resistant 'dusk to dawn' sensor security lighting to cover the front and rear entrances. This means that should occupiers hear anything suspicious they won't need to leave the property to investigate and in this way criminal activity can be deterred or identified early. I would recommend security light cover benefits all parking bays, cycle storage, bin storage and amenity areas to deter criminality and provide safety cover for users. The purpose of the rear amenity area hasn't been described but it is important to provide sufficient light cover to enable safety and security protection for the occupants and visitors. When considering security lighting, due regard should be given to preventing a nuisance to residents and minimising light pollution.

The development has essentially one entrance door into a lobby and stairwell feeding the upper level. The internal stairwell provides access to the upper flats entrance doors which lead off the landing. The attack standard (e.g. PAS 24) of accessible doors and windows are met by building regulations and in this development must include entrance doors to flats which lead off the communal landing. Such standards and products have a proven track record in defeating known criminal methods of committing crime.

Door entry and access control system must be fitted to flats of four or more which incorporates an electronic lock release and entry phone linked to each property. Tradesperson release buttons are not permitted in order to maintain appropriate levels of internal access control security. Mail delivery boxes serving the flats could be positioned on an external wall without providing unknown couriers access to the flats.

I would encourage the adoption of the principles contained within Secured by Design, New Homes 2014 (June onwards - SBD Homes 2016) which can be downloaded from www.securedbydesign.com. If the applicant wishes to discuss how Secured by Design

could be delivered or requires any further assistance, please do not hesitate to contact me.

Yours sincerely

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



S

Elaine Helsdon

From: Hamilton, Ken <kenneth.hamilton@norfolk.gov.uk>
Sent: 24 May 2016 16:14
To: Gemma Manthorpe; plan
Cc: Kyriakou, Xenia
Subject: 06/16/0189/F Burnt Lane & Addison Road Former Ivy House & The Hollies Gorleston

Dear Gemma,

06/16/0189/F Burnt Lane & Addison Road Former Ivy House & The Hollies Gorleston
Our ref.: CNF44759_2

Thank you for consulting us on this application.

The proposed development sits along the frontage of Burnt Lane, immediately to the south of the site of the Augustinian friary. The friary was founded in the 1290s, and was enlarged several times due to public benefactors. One of the 15th century friars, John Brome, acquired a considerable library, several illuminated manuscripts from which survive (including the Gorleston Psalter, the Macclesfield Psalter and the Douai Psalter). While some scholars suggest that these were created in Gorleston, they are more likely to have been created in the Scriptorium at Norwich Cathedral. Certainly they are all outstanding examples of the so-called East Anglian school of illumination. The friary was suppressed in the Dissolution of the 1530s. Burnt Lane is said to have derived its name from a fire in the friary kitchens. Manship records the friary as being set up at the northern edge of Gorleston, suggesting that the proposed development site is within the medieval town. Certainly the friary is likely to have built up a degree of ancillary settlement. Hence the potential for the survival of medieval archaeological deposits is very high.

Previous applications on the site have involved the retention of the current buildings. The current application is considerably bigger than the previous application, and is sited along the Burnt Lane frontage. Hence we recommend a more comprehensive programme of archaeological works than the previous application.

If planning permission is granted, we request that it be subject to the following conditions, in accordance with Paragraph 141 of the NPPF:

A) No demolition/development shall take place/commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

The Historic Environment Service will provide a brief for the programme of archaeological works on request.

Yours aye

Ken

Ken Hamilton PhD FSA MCIfA
Senior Historic Environment Officer (Planning)
Historic Environment Service
Environment and Planning
Community and Environmental Services
Norfolk County Council
Direct dial telephone number: 01362 869275
Mobile telephone number: 07748 761354
E-mail: ken.hamilton@norfolk.gov.uk
General enquiries: 0344 800 8020 or information@norfolk.gov.uk
www.norfolk.gov.uk

Please note that as of September 1st 2015 we will be charging for some of our services. Details can be found on our website
http://www.norfolk.gov.uk/Environment/Historic_environment/index.htm

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To see our email disclaimer click here <http://www.norfolk.gov.uk/emaildisclaimer>

S

Application Ref	06/16/0189/F
Proposal	Development of 18 dwellings (9 no. 2 bedroom Houses and 9 no. 2 Bedroom Flats) with associated external works
Location	Burnt Lane & Addison Road, Former Ivy House & The Hollies, Gorleston

Case Officer	Miss G Manthorpe	Policy Officer	Mr N Fountain
Date Received	13.04.2016	Date Completed	15.04.2016

Strategic Planning Comments

It is noted that the proposal site is within the Main Urban Area of Gorleston. The proposed site is surrounded predominantly by residential uses and the development would represent a net gain of fifteen residential units. Weight should also be given to the NPPF requirement to significantly boost housing supply, with local emphasis also on the Core Strategy with Gorleston identified as a Main Town (Policy CS2) to deliver a proportion of such growth.

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

APPLICATION NUMBER

06 / 16 / 189 / F

BURNOT LANE, GORLESTON.

CONSERVATION VIEWS

THE LONG CHARACTERLESS TERRACE IS THE RESULT OF A SIMPLISTIC SITE LAYOUT.

A SCHEME WITH CHARACTER COULD BE PRODUCED IF RESPECT IS PAID TO THE TWO HOUSES OF CHARACTER PRESENTLY ON THE SITE AND THE CARPARKING IS DIVIDED AND A MORE VARIED ARRANGEMENT USED

RECOMMENDATION
COMMITTEE TO REFUSE
AS SUBMITTED.

IAN HARDY

10/10/16

NEGOTIATE RE DESIGN



GREAT YARMOUTH
BOROUGH COUNCIL

**Strategic Planning, Housing and
Regeneration Development**
Town Hall, Hall Plain
Great Yarmouth, Norfolk, NR30 2QF
Customer Contact Centre Tel: (01493) 856100
Email: plan@great-yarmouth.gov.uk
Web: www.great-yarmouth.gov.uk

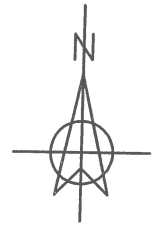
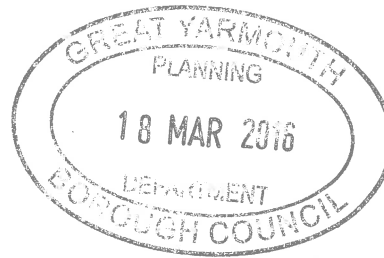
BURNT LANE CONCEPT FOR
MIXED RESIDENTIAL

Drawn by:	
Checked by:	
Drawing No:	
Date:	10/10/16
Scale@ A3:	1:500

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06/16 / 0189 / F



REVISIONS		
REV	DATE	
PROJECT: Burnt Lane Gorleston-on-Sea		
CLIENT:		
DRAWING TITLE: Location Plan		
Fusion 13 9 Princes Street Norwich, Norfolk NR3 1AZ info@fusion-13.co.uk www.fusion-13.co.uk		
SCALE - 1:200 / 500		DATE - June 2015
JOB NO. F155	DWG NO. 000	REV.