

Reference: 06/16/0589/F

Parish: Great Yarmouth

Officer: Mr Jack Ibbotson

Expiry Date: 16-11-16

Applicant: Mrs S Finn

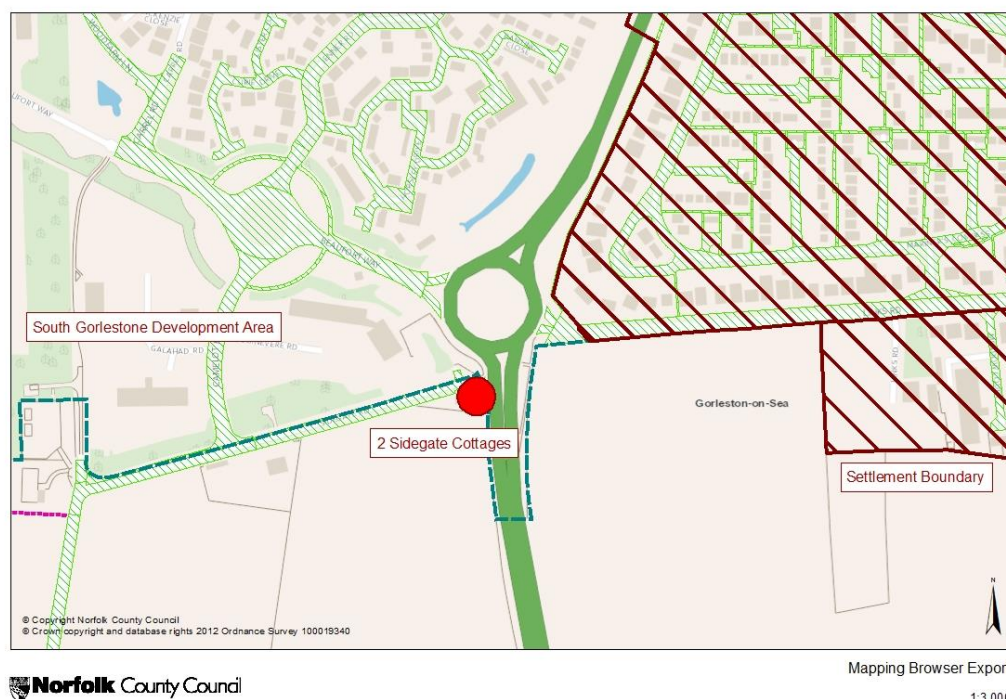
Proposal: Divide Current Three bedroom detached house into two, two bedroom properties

Site: 2 Sidegate Cottages, Sidegate Road, Hopton, NR31 9AL

REPORT

1 Background/History:-

- 1.1 The host property is a relatively large residential property with a large associated curtilage and gardens located outside, but in close proximity to the settlement boundary and allocated residential development land South Gorleston Development Area (Fig 1). The existing dwelling is a two storey structure which has seen some modification and alteration.



- 1.2 The property and land surrounding the site is not in a good state, with an appearance of being semi derelict. Access to the site is via Sidegate Road, a lane linking to the wider road network to the west of the site. There is no direct vehicular access to the A12 from the site, although Sidegate Road makes up part of the cycle network and there is also a pedestrian access from the properties to the footpath and cycle way on the A12.
- 1.3 Planning permission is sought for the conversion of the property to two dwellings with no increase in the footprint or floor area of the dwelling. The division will be down the centre of the existing building with minor alterations to the external appearance of the building to allow for the separation of access. Access will be onto Sidegate Road with an area of parking provided for 6.no cars.

2. Consultations :-

2.1 Neighbours –

Following a consultation process in line with the General Development Procedure Order which included a site notice and press advert as the scheme is a departure from the local plan, no neighbouring residents submitted comments on this application.

2.2 Norfolk County Council as Highway Authority –

NCC commented in support of the development subject to the addition of a standard condition which will ensure that the six cars can adequately park within the site specified for parking, and off of the public highway to ensure that the cycle route is not hindered.

2.3 Highways England – No objections

2.4 Building Control – No comments

2.5 Strategic Planning – The site abuts the boundary of the Bradwell Growth Area identified by Core Strategy Policy CS18, where around a 1000 new dwellings are proposed. In this context I have no objection to the principle of the proposal.

2.6 Hopton Parish Council – No Objection

The parish council does not object to the proposal although one commenter would prefer to see the existing dwelling demolished and redeveloped.

3 Interim Housing Land Supply Policy

This policy only applies when the Council's Five Year Housing land Supply utilises sites identified in the Strategic Housing Land Availability Assessment. New housing development may be deemed acceptable outside, but adjacent to existing Urban Areas or Village Development Limits providing the following criteria, where relevant to the development, have been satisfactorily addressed:

- a) The scale of the development is appropriate to the size, character and role of the settlement as indicated in the settlement hierarchy and the level of housing proposed in any one settlement is generally in accordance with the level of housing proposed in emerging Policy CS2
- b) The proposed mix of housing sizes, types and tenures reflect local housing requirements in accordance with the latest Strategic Housing Market Assessment, this may include self build schemes and lower density housing
- c) At least 10% or 20% affordable housing depending on the affordable housing sub-market area is proposed unless exceptional circumstances can be demonstrated i.e. the proposal would result in the significant regeneration of a brownfield site
- d) The townscape and historic character of the area including designated heritage assets are conserved and enhanced. The final design should appropriately respond to and draw inspiration from distinctive local natural and built characteristics such as scale, form, massing and materials
- e) The proposed density and layout is appropriate and reflects the character and appearance of the surrounding area. Where 'higher' densities are proposed these will only be permitted if potential impacts have been mitigated by a well thought-out design
- f) A sequential approach has been taken to steer development to areas with the lowest probability of flooding, where this is not consistent with sustainability objectives (as set out in the Exception test) a Flood Risk Assessment should be provided incorporating appropriate mitigation measures, including emergency and evacuation plans
- g) Measures have been taken to avoid reductions in water quality and ensure that adequate foul water capacity is available to serve the development
- h) Measures have been taken to avoid or reduce adverse impacts on existing biodiversity and geodiversity assets. Where adverse impacts are unavoidable, suitable measures will be required to mitigate any adverse impacts. Where

mitigation is not possible, the Council will require that full compensatory provision be made

- i) The landscape character of the surrounding area is conserved and enhanced, especially where the proposed development is in close proximity to an important landscape area, such as the Broads or the Norfolk Coast Area of Outstanding Natural Beauty. It is advisable that schemes in close proximity to the Broads also seek pre-application design advice from the Broads Authority
- j) The proposed development creates a safe and accessible environment that offers convenient access to key facilities and public transport
- k) The strategic and local road network can accommodate the proposed development without obstructing existing pedestrian and vehicular movements or negatively impacting upon public safety
- l) The development, having regard to other committed developments, would not be constrained by the need for significant off-site infrastructure which is not planned or funded
- m) The proposed development fulfils the day-to-day needs of residents and visitors including the provision of suitable private and communal open space, provision of sufficient car parking, planning for cycle storage and ensuring appropriate waste and recycling facilities are provided
- n) The proposal is demonstrated to be deliverable and viable, having regard to necessary contributions towards infrastructure, service provision and affordable housing, and the intention to develop is demonstrated by the applicant. To maximise housing delivery the Council will seek to ensure that the development commences within 2 years of planning permission being granted

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

- 4.2 Paragraph 215 of the NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the Local Plan is to the policies in the NPPF the greater the weight that is given to the Local Plan policy. The Great Yarmouth Borough Wide Local Plan was adopted in 2001 and the most relevant policies were 'saved' in 2007 and assessed again in January 2016. An assessment of policies was made during the adoption of the Core Strategy December 2015 and these policies remain saved following the assessment and adoption.

4.3 The Saved Policies listed have all been assessed as being in general conformity with the NPPF, and add further information to the policies in the NPPF, while not contradicting it. These policies hold the greatest weight in the determining of planning applications.

4.4 POLICY HOU10

PERMISSION FOR NEW DWELLINGS IN THE COUNTRYSIDE WILL ONLY BE GIVEN IF REQUIRED IN CONNECTION WITH AGRICULTURE, FORESTRY, ORGANISED RECREATION, OR THE EXPANSION OF EXISTING INSTITUTIONS.

THE COUNCIL WILL NEED TO BE SATISFIED IN RELATION TO EACH OF THE FOLLOWING CRITERIA:

- (i) THE DWELLING MUST BE REQUIRED FOR THE PURPOSE STATED
- (ii) IT WILL NEED TO BE DEMONSTRATED THAT IT IS ESSENTIAL IN THE INTERESTS OF GOOD AGRICULTURE OR MANAGEMENT THAT AN EMPLOYEE SHOULD LIVE ON THE HOLDING OR SITE RATHER THAN IN A TOWN OR VILLAGE NEARBY
- (iii) THERE IS NO APPROPRIATE ALTERNATIVE ACCOMMODATION EXISTING OR WITH PLANNING PERMISSION AVAILABLE EITHER ON THE HOLDING OR SITE OR IN THE NEAR VICINITY
- (iv) THE NEED FOR THE DWELLING HAS RECEIVED THE UNEQUIVOCAL SUPPORT OF A SUITABLY QUALIFIED INDEPENDENT APPRAISOR
- (v) THE HOLDING OR OPERATION IS REASONABLY LIKELY TO MATERIALISE AND IS CAPABLE OF BEING SUSTAINED FOR A REASONABLE PERIOD OF TIME. (IN APPROPRIATE CASES EVIDENCE MAY BE REQUIRED THAT THE UNDERTAKING HAS A SOUND FINANCIAL BASIS)
- (vi) THE DWELLING SHOULD NORMALLY BE NO LARGER THAN 120 SQUARE METRES IN SIZE AND SITED IN CLOSE PROXIMITY TO EXISTING GROUPS OF BUILDINGS ON THE HOLDING OR SITE
- (vii) A CONDITION WILL BE IMPOSED ON ALL DWELLINGS PERMITTED ON THE BASIS OF A JUSTIFIED NEED TO ENSURE THAT THE OCCUPATION OF THE DWELLINGS SHALL BE LIMITED TO PERSONS SOLELY OR MAINLY WORKING OR LAST EMPLOYED IN AGRICULTURE, FORESTRY, ORGANISED RECREATION OR AN EXISTING INSTITUTION IN THE LOCALITY INCLUDING ANY DEPENDANTS OF SUCH A PERSON RESIDING WITH THEM, OR A WIDOW OR WIDOWER OR SUCH A PERSON

- (viii) WHERE THERE ARE EXISTING DWELLINGS ON THE HOLDING OR SITE THAT ARE NOT SUBJECT TO AN OCCUPANCY CONDITION AND THE INDEPENDENT APPRAISOR HAS INDICATED THAT A FURTHER DWELLING IS ESSENTIAL, AN OCCUPANCY CONDITION WILL BE IMPOSED ON THE EXISTING DWELLING ON THE HOLDING OR SITE
- (ix) APPLICANTS SEEKING THE REMOVAL OF ANY OCCUPANCY CONDITION WILL BE REQUIRED TO PROVIDE EVIDENCE THAT THE DWELLING HAS BEEN ACTIVELY AND WIDELY ADVERTISED FOR A PERIOD OF NOT LESS THAN TWELVE MONTHS AT A PRICE WHICH REFLECTS THE OCCUPANCY CONDITIONS*

IN ASSESSING THE MERITS OF AGRICULTURAL OR FORESTRY RELATED APPLICATIONS, THE FOLLOWING ADDITIONAL SAFEGUARD MAY BE APPLIED:-

- (x) WHERE THE NEED FOR A DWELLING RELATES TO A NEWLY ESTABLISHED OR PROPOSED AGRICULTURAL ENTERPRISE, PERMISSION IS LIKELY TO BE GRANTED INITIALLY ONLY FOR TEMPORARY ACCOMMODATION FOR TWO OR THREE YEARS IN ORDER TO ENABLE THE APPLICANT TO FULLY ESTABLISH THE SUSTAINABILITY OF AND HIS COMMITMENT TO THE AGRICULTURAL ENTERPRISE
- (xi) WHERE THE AGRICULTURAL NEED FOR A NEW DWELLING ARISES FROM AN INTENSIVE TYPE OF AGRICULTURE ON A SMALL ACREAGE OF LAND, OR WHERE FARM LAND AND A FARM DWELLING (WHICH FORMERLY SERVED THE LAND) HAVE RECENTLY BEEN SOLD OFF SEPARATELY FROM EACH OTHER, A SECTION 106 AGREEMENT WILL BE SOUGHT TO TIE THE NEW DWELLING AND THE LAND ON WHICH THE AGRICULTURAL NEED ARISES TO EACH OTHER.

NOTE: - THIS WOULD NORMALLY BE AT LEAST 30% BELOW THE OPEN MARKET VALUE OF THE PROPERTY.

4.5 POLICY HOU17 -

IN ASSESSING PROPOSALS FOR DEVELOPMENT THE BOROUGH COUNCIL WILL HAVE REGARD TO THE DENSITY OF THE SURROUNDING AREA. SUB-DIVISION OF PLOTS WILL BE RESISTED WHERE IT WOULD BE LIKELY TO LEAD TO DEVELOPMENT OUT OF CHARACTER AND SCALE WITH THE SURROUNDINGS.

(Objective: To safeguard the character of existing settlements.)

5 Core strategy – Adopted 21st December 2015

5.1 POLICY CS1 – FOCUSING ON A SUSTAINABLE FUTURE

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

5.2 **Policy CS18 – Extending the Beacon Park development at land south of Bradwell**

The existing Beacon Park development is a high quality, mixed-use area of both residential and commercial uses. It also benefits from Enterprise Zone Status. To ensure that the proposed sustainable urban extension to Beacon Park at land south of Bradwell is developed to the highest possible standard, proposals must:

- a) Seek to create a series of locally distinctive, high quality, walkable neighbourhoods that are well connected to the existing urban areas of Bradwell and Gorleston and the wider rural countryside through enhanced bus connections, footpaths, bridleways and cycle ways
- b) Provide for approximately 1,000 new homes, offering an appropriate mix of house types and sizes informed by the Council's Strategic Housing Market Assessment, in accordance with Policy CS3
- c) Seek to maximise the provision of on-site affordable housing by undertaking a site viability assessment for each phase
- d) Develop a phasing strategy that facilitates the delivery of the total amount of proposed housing within the plan period
- e) Provide for approximately 10-15 hectares of new employment land to the south of the new A12/A143 link road and west of the existing Beacon Business Park. This employment area should seek to provide a range of office accommodation and light industrial units in varying sizes (Use Classes B1 and B8), including small starter units or managed units if appropriate
- f) Reduce the potential impact of the development on the existing wider transportation network, including the A12 trunk road, by making appropriate enhancements to the surrounding road network and creating a new developer-funded link road from the A12 through Beacon Park to the A143 Beccles Road
- g) Provide appropriate new community, retail and health facilities to meet the day-to-day needs of new and existing residents and improve, where possible, existing facilities in Bradwell and Gorleston in accordance with Policies CS14 and CS15

h) Ensure that appropriate educational facilities are provided, including the provision of a new on-site primary school with nursery and off-site contributions towards secondary school provision, in accordance with Policies CS14 and CS15

i) Seek to ensure that new homes and business premises can accommodate high quality telecommunication and high speed broadband facilities when these become available

j) Protect and enhance archaeology, biodiversity and geodiversity across the site and ensure that where appropriate, mitigation measures are undertaken, in accordance with Policy CS11

k) Incorporate a strategic landscaping and tree/hedge planting scheme to soften the impact of the development on nearby dwellings, the adjacent open countryside and the Broads. This may include making appropriate enhancements to the surrounding landscape

l) Provide a variety of multi-functional green infrastructure for activities such as public sport, general recreation, children's play and food production throughout the site, interlinking with existing green infrastructure in the wider area where possible

m) Seek to minimise the risk of flooding by taking into account the findings of the Surface Water Management Plan and the use of Sustainable Drainage Systems (SuDS), in accordance with Policies CS12 and CS13.

Due to the strategic nature of this site, planning permission for parts of the site will not be granted unless it is accompanied by a masterplan for the whole area, supported by a comprehensive planning obligations regime. Pre-application engagement with the Local Planning Authority and the local community should be sought in developing a masterplan. It is recommended that any proposed masterplan document be submitted to the SHAPE east design review panel for consideration before a formal application is submitted.

6. Assessment

6.1 The application for the conversion dwelling in this location is a departure from local plan policy because the site is outside the settlement boundary for Hopton, and is not part of the allocated area for residential development to the north and east, although abuts this area on two sides.

6.2 Great Yarmouth Borough Council has adopted an Interim Housing Land Supply Policy which sets out that new housing development may be deemed acceptable outside, but adjacent to existing Urban Areas or Village Development Limits providing certain criteria are met. The application site is

not adjacent to the settlement boundary of Hopton (See fig 1.), but is in close proximity, and is adjacent to an area earmarked for substantial residential development. The above interim policy bears some weight, whilst in this instance not specifically covering this type of development or location, the principle of allowing additional provision of dwellings within close proximity to existing settlement boundaries is relevant. It is useful therefore to measure the scheme against the policy criteria. On balance it is felt that the development is in accordance with the Interim Housing Land Supply Policy.

- 6.3 The scheme does not require additional extensions or an increase in floor area and would have minimal change in appearance therefore there would be minimal harm the character and appearance of the wider area. The only large change would be the provision of off street parking in accordance with the requirements of Norfolk County Council Highways. However this would ensure that the cycle route is not impeded, and the sites existing hedges, boundary fences and other structures would mean this parking area is not visible.
- 6.4 Using the criteria of the Interim Housing Land Supply Policy to assess the scheme is useful to ensure that the development is appropriate, even though the policy is not completely relevant. The scale of the development is appropriate to the size, character and role of the settlement as indicated in the settlement hierarchy as a single additional residential dwelling would fit within the distribution of development in the South Gorleston Development Area.
- 6.5 Criteria B, C, are not relevant in this instance due to the small scale nature of a single dwelling where affordable housing requirements cannot be required, and the house type would broadly fit within the requirements of the Strategic Housing Market Assessment. Criterion D relating to design and details is not particularly affected by this conversion, however the scale, height and layout of the plot would comply with this policy. The proposed layout of the subdivided plot would retain the character of the area with contained private gardens and domestic landscaping merging into the rural fringe and is considered to be appropriate and reflects the character and appearance of the surrounding area.
- 6.6 The site is not within a flood risk area and therefore a sequential approach is not required in the assessment of this application. In terms of run off the size of the site, use of a soakaway and the conditioning of materials for the drive would ensure that drainage can be adequately dealt with at the property. Due to the minimal increase in scale the use of the existing foul water capacity to serve the development is acceptable.
- 6.7 On balance the highways impact of this development is considered acceptable subject to the provision of adequate parking off the road with good

visibility splays would ensure the cycle route is not harmed. Norfolk County Council Highways have not objected to the scheme.

- 6.8 The orientation of the development and the subdivision in an vertical fashion would be sited so as to ensure that the new dwellings would have acceptable levels of privacy, outlook and amenity space. The relative separation of the site means that there would be no detrimental impacts upon the amenity of neighbouring residents. The site is spacious and orientated in a way which would provide a good level of amenity, including private garden space for future occupiers.
- 6.9 By virtue of the proposed site's location outside of the settlement boundary the plot is within a more rural setting and would result in an increase in the developed nature of the site. However, the current character and appearance of the site to be developed is associated with its enclosed residential garden use including garden structures and paraphilia, this would in part be retained and the fact no extensions are proposed mean that the additional dwelling through conversion would not stand out in any way from the current appearance of the building. This is an important consideration due to the prominence of this plot from the busy A12 roundabout. Landscaping will be required through an addition of a condition, and should reflect the need to maintain a screen to the site including the new parking area. However on balance due to the relatively contained nature of this site, and retention of open land surrounding the enclosed garden development plot, this development would not erode the rural character of the area, which would retain its appearance from views entering the village on the main coastal road.
- 6.10 The site is located within close proximity to existing and future residential areas, and would by virtue of the good access pedestrian and cycle routes have a good level of connection to these areas through sustainable means of transport. The current use of the property as a residential dwelling is compatible with the area, and as this development would not result in an increase of the built form in the countryside, the scheme on balance is considered acceptable.

7 Recommendation

- 7.1 Approve – the proposal is considered to accord to policy CS1 and CS18 of the Great Yarmouth Local Plan – Core Strategy and the Interim Housing Land Supply Policy.
- 7.2 Approve subject to the addition of conditions to the approval to ensure off-site parking and the submission of landscaping details.

Jack Ibbotson
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Your Ref: 06/16/0589/F
Date: 4 November 2016

My Ref: 9/6/16/0589
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jack

**Hopton on Sea: Divide current three bedroom detached house into two, two
bedroom semi-detached properties
2 Sidegate Cottages Sidegate Road Hopton GREAT YARMOUTH NR31 9AL**

Further to my earlier response, I acknowledge receipt of a sketch indicating on site parking provision for the proposed development.

Accordingly whilst in highway terms only I have no objection tot he proposals, I would recommend that the following condition be appended to any grant of permission that your Authority is minded to make.

SHC 25 Prior to the first occupation of the development hereby permitted sufficient space shall be provided within the site to enable six standard size family cars to park, turn and re-enter the highway in a forward gear. This area shall be levelled, surfaced and drained in accordance with a detailed scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, and retained thereafter available for that specific use.

Reason: In the interests of satisfactory development and highway safety.

Yours sincerely

Stuart French

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

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Community and Environmental
Services
County Hall
Martineau Lane
Norwich
NR1 2SG
NCC contact number: 0344
800 8020
Textphone: 0344 800 8011

Jack Ibbotson
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Your Ref: 06/16/0589/F
Date: 1 November 2016

My Ref: 9/6/16/0589
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jack

**Hopton on Sea: Divide current three bedroom detached house into two, two
bedroom semi-detached properties
2 Sidegate Cottages Sidegate Road Hopton GREAT YARMOUTH NR31 9AL**

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

Whilst it is noted that vehicle access and off-street parking provision is proposed to be provided, no details have been included in this respect and whilst accepting the development is off a closed off road near to turning head, nevertheless the development is located next to a pedestrian and cycle link. In this respect if parking is precluded the development could have a detrimental impact to pedestrians and cyclists as well as vehicles, most possibly services vehicles, turning around.

Accordingly, for the avoidance of any doubt and in order to fully assess the proposals, I would request that the applicant amends the plans to show the proposed access and car parking proposals. It should be noted for a development of the size shown a minimum of two parking spaces per property is required.

Upon receipt of revised plans I would wish to be re-consulted so that I may recommend appropriate conditions.

Yours sincerely

Stuart French

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

S

Jill K. Smith

From: Hopton Parish Council <hoptonparishclerk@hotmail.com>
Sent: 28 October 2016 11:09
To: plan
Subject: 06/16/0589/F 2 Sidegate Cottages Sidegate Road Hopton on Sea

Hello Planning

The Parish Council has no objection to the above application.

However, one comment has been received "following a site visit I can see no grounds on planning policy to refuse.

Personally I would like to see this knocked down and re-built. Current build does not enhance the vista".

Regards

Julie McNair

Clerk and RFO to Hopton-on-Sea Parish Council

Office at the Village Hall, Station Road, Hopton-on-Sea, NR31 9BE open Monday, Tuesday, Thursday and Friday from 9.30am to 1.30pm Telephone 01502 730768.

Website

<http://hopton-on-sea-parish-council.norfolkparishes.gov.uk/>

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@highwaysengland.co.uk

To: Great Yarmouth District Council

CC: growthandplanning@highwaysengland.co.uk

Council's Reference: 06/16/0589/F

Referring to the planning application referenced above, dated 17 October 2016, application to divide current three bedroom detached house into two, two bedroom semi-detached properties, 2 Sidegate Cottages, Sidegate Road, Hopton, Great Yarmouth, NR31 9AL, notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A — Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A — further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A — Reasons for recommending Refusal).~~

Highways Act Section 175B ~~is~~ is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

B D Galloway

Signature:

Date: 26 October 2016

Name: Davina Galloway

Position: Asset Manager

Highways England:
Woodlands, Manton Lane
Bedford MK41 7LW

davina.galloway@highwaysengland.co.uk

To: Principal Strategic Planner

My Ref: 06/16/0589/F

From: Development Control Manager

Date: 12th October 2016

Case Officer: Mr Ibbotson

Parish: Great Yarmouth 7

Development at:-

2 Sidegate Cottages
Sidegate Road Hopton
GREAT YARMOUTH
NR31 9AL

For:-

Divide current three bedroom detached house into two, two bedroom semi-detached properties

Applicant:-

Mrs S Finn
10 Marine Drive
Caister
GREAT YARMOUTH



Agent:-

Mrs S Finn
10 Marine Drive
Caister
GREAT YARMOUTH

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

DEPARTURE BWLP

Please let me have any comments you may wish to make by 26th October 2016.

COMMENTS:

The site sits at the boundary of the Bradwell growth area identified by Core Strategy Policy CS18, where around 1,000 new dwellings are proposed. In this context I have no objection to the principle of the proposal.

Mr Clements, Principal Strategic Planner.

17/10/2016