



GREAT YARMOUTH
BOROUGH COUNCIL

Development Control Committee

Date: Wednesday, 04 April 2018

Time: 18:30

Venue: Council Chamber

Address: Town Hall, Hall Plain, Great Yarmouth, NR30 2QF

AGENDA

CONTENTS OF THE COMMITTEE AGENDA PLANNING APPLICATIONS & CONDUCT OF THE MEETING

Agenda Contents

This agenda contains the Officers' reports which are to be placed before the Committee. The reports contain copies of written representations received in connection with each application. Correspondence and submissions received in time for the preparations of the agenda are included. However, it should be noted that agendas are prepared at least 10 Working Days before the meeting. Representations received after this date will either:-

- (i) be copied and distributed prior to or at the meeting – if the representations raise new issues or matters of substance or,
- (ii) be reported orally and presented in summary form by the Principal Officer of the Committee – especially where representations are similar to, or repeat, previous submissions already contained in the agenda papers.

There are occasions when the number of representations are similar in nature and repeat the objections of others. In these cases it is not always possible for these to be included within the agenda papers. These are either summarised in the report (in terms of numbers received) and the main points highlighted or reported orally at the meeting. All documents are available as 'background papers' for public inspection.

Conduct

Members of the Public should note that the conduct of the meeting and the procedures followed are controlled by the Chairman of the Committee or, if he/she so decides, the Vice Chairman. Any representations concerning Committee procedure or its conduct should be made in writing to either –

- (i) The Planning Group Manager, Town Hall, Great Yarmouth. NR30 2QF
- (ii) The Monitoring Officer, Town Hall, Great Yarmouth. NR30 2QF

DEVELOPMENT CONTROL COMMITTEE

PUBLIC CONSULTATION PROCEDURE

- (a) Thirty minutes only will be set aside at the beginning of each meeting to deal with applications where due notice has been given that the applicant, agent, supporters, objectors, and any interested party, Parish Council and other bodies (where appropriate) wish to speak.
- (b) Due notice of a request to speak shall be submitted in writing to the Planning Group Manager two days prior to the day of the Development Control Committee meeting.
- (c) In consultation with the Planning Group Manager, the Chairman will decide on which applications public speaking will be allowed.
- (d) Three minutes only (or five minutes on major applications at the discretion of the Chairman) will be allowed to (i) objectors together, (ii) an agent or applicant and (iii) supporters together, (iv) to a representative from the Parish Council and (v) Ward Councillors.
- (e) The order of presentation at Committee will be:-
 - (1) **Planning Officer presentation** with any technical questions from Members
 - (2) **Agents, applicant and supporters** with any technical questions from Members
 - (3) **Objectors and interested parties** with any technical questions from Members
 - (4) **Parish Council representatives, Ward Councillors and Others** with any technical questions from Members
 - (5) **Committee debate and decision**

Protocol

A councillor on a planning or licensing decision making body should not participate in the decision and / or vote if they have not been present for the whole item.

This is an administrative law rule particularly applicable to planning and licensing - if you haven't heard all the evidence (for example because you have been out of the room for a short time) you shouldn't participate in the decision because your judgment of the merits is potentially skewed by not having heard all the evidence and representations.

It is a real and critical rule as failure to observe this may result in legal challenge and the decision being overturned."

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 DECLARATIONS OF INTEREST

You have a Disclosable Pecuniary Interest in a matter to be discussed if it relates to something on your Register of Interests form. You must declare the interest and leave the room while the matter is dealt with.

You have a Personal Interest in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

You must declare a personal interest but can speak and vote on the matter.

Whenever you declare an interest you must say why the interest arises, so that it can be included in the minutes.

3 MINUTES

5 - 10

To confirm the minutes of the meeting held on 7 March 2018.

4 PLANNING APPLICATIONS

5 06-18-0035-F - ERECTION OF 10 BUNGALOWS MEADOW WAY (LAND OFF) ROLLESBY

11 - 26

Report attached.

6 06-17-0654-F SUB-DIVISION OF GARDENS TO FORM PLOT FOR DETACHED 2 BED HOUSE 31-33 STATION ROAD HOPTON

27 - 67

Report attached.

7 06-17-0781-F RESIDENTIAL DEVELOPMENT OF 6 DWELLINGS 68 - 77
LAND AT CHURCH ROAD GORLESTON

Report attached.

8 DELEGATED DECISIONS MADE BY THE DEVELOPMENT 78 - 87
CONTROL COMMITTEE AND PLANNING OFFICERS FOR THE
PERIOD 1 - 31 MARCH 2018.

Report attached.

9 OMBUDSMAN AND APPEAL DECISIONS

The Committee is asked to note the following Appeal Decision:

06/17/0412/CU - Change of use from hotel in multiple occupation with managed accommodation at Southern Hotel, 46 Queens Road, Great Yarmouth - Appeal Dismissed.

The original application was an Officer delegated refusal.

10 ANY OTHER BUSINESS

To consider any other business as may be determined by the Chairman of the meeting as being of sufficient urgency to warrant consideration.

11 EXCLUSION OF PUBLIC

In the event of the Committee wishing to exclude the public from the meeting, the following resolution will be moved:-

"That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information as defined in paragraph 1 of Part I of Schedule 12(A) of the said Act."

Development Control Committee

Minutes

Wednesday, 07 March 2018 at 18:30

PRESENT:

Councillor Williamson (in the Chair); Councillors Andrews, Annison, Fairhead, Flaxman-Taylor, Lawn, Reynolds, Thirtle, Wainwright & Wright.

Councillor Bensly attended as a substitute for Councillor Hanton.

Councillor Bird attended as a substitute for Councillor Hammond.

Councillor Walch attended as a substitute for Councillor Cutting.

Mr A Nicholls (Head of Planning & Growth), Mr D Minns (Planning Manager), Mrs G Manthorpe (Senior Planning Officer), Mr J Beck (Planning Officer), Mr G Bolan (Technical Officer), Mr J Flack (Solicitor, nplaw) & Mrs C Webb (Senior Member Services Officer).

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Cutting, Hanton & Hammond.

2 DECLARATIONS OF INTEREST

Councillors Annison & Flaxman-Taylor declared a Personal Interest in Item 5 and Councillor Thirtle declared a Personal Interest in Items 4 & 6. However, in accordance with the Council's Constitution, they were allowed to both speak and vote on the matter.

3 MINUTES

The minutes of the meeting held on 7 February 2018 were confirmed.

4 06/17/0771/O - YORK VILLA CLOSE, FILBY

The Committee received and considered the report from the Planning Manager.

The Senior Planning Officer reported that the proposal was an outline application for the erection of three detached houses detailing access and layout of the development. The submitted plan detailed an extension of the existing private drive across the frontage of 4 York Villa Close which was owned by the applicant. The drive would run along the western boundary of the site with a turning area at the southern end.

The Senior Planning Officer reported that the proposed houses would have parking & turning areas at the front with gardens at the rear where there is a tree belt running along the rear boundaries of the dwellings on Thrigby Road, (to the east). This would prevent any overlooking or loss of privacy to nearby dwellings.

The Senior Planning Officer reported that some trees were protected by a TPO in the front garden of number 4, to the north of the existing drive but the extension of the driveway would not result in the loss of any trees.

The Senior Planning officer reported that the site was outside the Village Development Limit but adjoined it along the northern boundary and the IHLSP stated that as the Council could only demonstrate a 4.13 year supply of housing land as of 01/04/2017 this should be a material consideration for members when determining this application.

The Senior Planning Officer reported that the Highways Officer had not objected to the application but had reservations regarding visibility and had requested conditions if the application was approved. The Planning Statement stated that the houses would be for himself, his son & his daughter to allow his family to remain in the village they grew up in.

The Senior Planning Officer reported that the Parish Council had objected to the application & 12 letters of objection had been received citing that the

application would be contrary to covenants in the deeds of the existing dwellings on York Villa Close, increased traffic movements, impact on residential amenity and outside the village development limit. A letter had been received from a solicitor representing the owners of 3 York Villa Close stating that the right of way could not be extended to serve adjoining land and York Villa Close could not be used as the access for the development. The Senior Planning Officer confirmed that if there is a legal dispute regarding access, this is not a planning matter and would need to be resolved separately between the parties concerned.

The Senior Planning Officer reported that the application was recommended for approval with conditions requested, as it complied with Policies CS2 & CS3 of the Great Yarmouth Local Plan:Core Strategy and the Interim Housing Land Supply Policy.

A Member asked for confirmation that no mature protected trees would be lost if the application was approved. Another Member reported that he hoped that another quality development, similar to other developments already built in the village would result from this application.

Ms Dejean, daughter of the applicant, addressed the Committee and asked them to approve it to allow her and her brother to be able to get onto the housing ladder in the village where they were born. She reported that if permission was granted that her father would talk to the neighbours regarding access to the site to see if they could reach an amicable agreement.

Mr Howard, objector, outlined his main objections to the development and asked the Committee to refuse the application on the grounds of access, noise nuisance during construction and highway safety in regard to the proximity of the site to the local primary school.

Mr Flack, nplaw, stated that although resolution of any legal dispute as to access rights was a matter for the relevant parties, it was appropriate for the Council, as planning authority, to secure that the development could not go ahead unless a satisfactory access was secured otherwise the site would be land-locked. He suggested that, to deal with this, a condition could be imposed to ensure that satisfactory access be provided prior to the commencement of the building of the properties or their occupation.

Councillor Thirtle, Ward Councillor, reported that he could not support the application due to the access concerns to the proposed site.

RESOLVED:

That application number 06/17/0771/O) be approved, as the proposal complied with Policies CS2 and CS3 of the Great Yarmouth Local Plan:Core Strategy and the Interim Housing Land Supply Policy.

5 06/17/0722/F - CLIFF HOTEL, GORLESTON

The Committee received & considered the report from the Planning Manager.

The Planning Officer reported that the application had been amended after discussions with the Conservation Officer to include a mansard style roof to reduce the height, bulk and impact of the extension and to provide 12 en-suite bedrooms, making a total of 49. There are 33 parking spaces in the main car park and 8 in the smaller parking area to the north.

The Planning Officer reported that 10 letters of objection had been received from local residents citing lack of parking, additional traffic, noise nuisance and adverse effect on light & outlook. The Highways Officer was concerned about the number of car parking spaces available but was minded that traffic management measures were in place in the area so had raised no objection to the scheme.

The Planning Officer reported that the application was recommended for approval with conditions requested as it complied with policies CS8 & CS10 of the Great Yarmouth Local Plan:Core Strategy and saved policies BNV18 & TR11 of the Great Yarmouth Borough-wide Local Plan.

Mr Ferguson, the applicant's agent, reported the rationale behind the application and urged the Committee to approve the application to secure local employment and enhance the holiday offer in the area. He informed the Committee that alternative car parking was being investigated.

Mr Marsden, an objector, reported the difficulties of parking, noise nuisance and highway safety for local residents and visitors in the surrounding area and asked the Committee to refuse the application. He asked that if the Committee were minded to approve the application that a condition be added that delivery vehicles to the hotel must use the car park and not park on the road.

The Ward Councillor reported that they did not wish to speak on this application.

A motion for approval was proposed and seconded but was lost at the vote. Members were concerned about the parking provision at the proposed site and highway safety in the local vicinity.

The Chairman proposed that the application be deferred to allow the applicant to discuss additional parking provision with Planning Officers. This motion was seconded and a vote was taken.

RESOLVED:

That application 06/17/0722/F be deferred.

6 06/17/0777/F - WHITE GATES, FLEGGBURGH

The Committee received and considered the report from the Planning Manager.

The Senior Planning Officer reported that the application was for the sub-division of an existing garden and the erection of 2 houses, one three-bedroom & one four-bedroom, with the existing dwelling, White Gates, to remain. There were currently two accesses to the existing dwelling which would remain.

The Senior Planning Officer reported that there were no objection from the Highways Officer but conditions had been requested. Two objections had been received from residents at The Village but none from adjacent residents. Following the appeal dismissal from the Inspector, that previous applications for 4 or 5 dwellings on the site would harm the character and appearance of the area, the current application had reduced numbers and was in accordance with the character and density of the area, thereby significantly mitigating this harm.

The Senior Planning Officer reported that the application was recommended for approval with conditions.

The Ward Councillor reported that he had no objections to the application.

RESOLVED;

That application number 06/17/0625/F be approved with conditions requiring the development to be built in accordance with the approved plans, removal of permitted development rights for the new dwellings for openings in the roofs and all conditions as requested by Norfolk County Highways.

7 06/17/0778/O - CORNER FARM, WEST ROAD, WEST CAISTER

The Committee received and considered the comprehensive report from the Planning Manager.

The Planning Officer reported that the application site was positioned on West Road, West Caister where the road bends to the south. The site, Corner Farm, contained a large agricultural style barn building currently in equine use and the application was for outline permission for a bungalow on the footprint of the existing barn. The application was for all matters reserved meaning the access, appearance, layout, scale and landscaping would be dealt with by a detailed application.

The Planning Officer reported that the Parish Council, Highways Officer, Environmental Health or local residents had not objected to the application

and it was therefore recommended for approval, subject to conditions, as it accorded with Policies CS2 & CS3 of the adopted Core Strategy and Policies HOU10 & HOU17 of the Great Yarmouth Borough-wide Local Plan.

The applicant, Mrs Farnese, was present at Committee but declined to speak as the Planning Officer had covered all the salient areas of her application.

RESOLVED:

That application number 06/17/0778/O be approved, subject to all conditions ensuring a suitable development, including all reserved matters. Subject to Highway conditions, treatment of boundaries and Environmental Health conditions. In accordance with the submitted application form, a condition ensuring the development was single storey was included.

8 PLANNING DECISIONS MADE BY THE PLANNING OFFICERS AND DEVELOPMENT CONTROL COMMITTEE BETWEEN 1-27 FEBRUARY 2018

The Committee received, considered and noted the planning decisions made by officers and Committee between 1 - 28 February 2018.

9 ANY OTHER BUSINESS

The Chairman reported that there was no other business as being of sufficient urgency to warrant consideration at the meeting.

10 EXCLUSION OF PUBLIC

The meeting ended at: 19:48

Reference: 06/18/0035/F

Parish: Rollesby
Officer: Gemma Manthorpe
Expiry Date: 28/04/18

Applicant: Badger Building (East Anglia Limited)

Proposal: Erection of 10 bungalows

Site: Meadow Way (Land off) Rollesby

REPORT

1. Background/History:-

1.1 The application site is 0.66 hectares located to the west of Meadow Way, Rollesby. The current use of the land is agricultural and according to information submitted as part of this application, this has been the use of the land for a time period in excess of 30 years.

1.2 The site adjoins, to the eastern and southern boundaries, residential dwellings; to the northern boundary and the western boundary are agricultural fields.

1.3 The site has been subject to previous applications, the most recent of which are listed below:

06/15/0132/O – 10 dwellings including access – Approved 13/09/16

06/14/0381/O – Residential development 35 dwellings including access – Refused 05/12/14. Appeal dismissed.

06/86/1055/O – residential development (bungalows) – Refused 11/11/86

06/86/0650/O – Residential development (bungalows) – Refused 12/08/86

06/86/0649/O – Residential development (bungalows) – Refused 12/08/86

06/85/1212/O – erection of six houses with associated garages – Refused 28/01/86

Country Ref.No.BF.8783 – District reference no: 15431 – Layout of Roads and Sewers (Surface Water) – Approved 28/03/67.

1.4 The application referenced above approving roads and drainage (8783 approved in 1967) was materially implemented within the prescribed time frame and as such is extant. This was confirmed in writing by letter in 1985; the letter also said that although permission is there for roads and drainage a residential development would be contrary to the Local Structure Plan which was in existence at the time.

1.5 The site has previously (2016) been granted outline consent for the erection of 10 dwellings and access. The application was approved under the Interim Housing Land Supply Policy which seeks to encourage developments to commence within two years. As this is a policy consideration the standard time limit within which to submit reserved matters was reduced to one year, which has now expired. The current application is a fresh application for full planning permission.

2 Consultations:-

2.1 Parish Council – The Parish Council has objected to the proposed development on the following grounds:

- The proposal is for the "Erection of 10 bungalows - following approval of Outline application ref: 06/15/0132/O" however 06/15/0132/O expired on the 13th September 2017. Condition 2 of the approval stated that "Application for approval of reserved matters must be made not later than the expiration of one years beginning with the date of this permission [13th September 2016]..." therefore application 06/18/0035/F cannot be an extension but should be submitted as a new application.
- There is no provision for affordable housing within the application. The Parish Council understands that the proportion of affordable homes per development over 5 dwellings should be between 10% and 20%, which therefore should be at least 1 dwelling, preferably 2.

2.2 Neighbours – There have been 8 objectors to the application, a selection of which are attached to this report. The main points are given below:

- Description should not reference previous approval as it is a separate application.
- Poor drainage around the site, further development will overload the system.
- Surface water drainage problems.
- Rollesby does not have a doctors' surgery or shops and has poor mobile phone and broadband service.
- Access roads will not cope with additional dwellings.
- Visibility at the A149 junction insufficient and this is made worse during school and car boot times.
- Loss of agricultural land.
- Loss of wildlife.
- Low Road and Court Road flood and this will be made worse.
- Lack of public transport.
- Every application should be decided on merit.

2.3 Highways – No objection in principle to the application subject to minor internal changes. Minor internal changes to the development have not been received at the time of writing; any grant of permission shall be subject to the amendments as requested by Norfolk County Highways having been submitted and a formal response received from Highways. Any comments received prior to the Development Control Committee meeting shall be reported verbally.

£3000 contribution towards a bus shelter should be sought.

- 2.4 Environmental Health – No objection, but conditions are requested for contamination and working hours. Note that the Environment Agency and Lead Local Flood Authority should be consulted.
- 2.5 Strategic Planning – No comments received on current application although site has gone through the Local Plan Working Party as a site with planning permission (as was the case) and had previously been assessed by the Strategic Housing Land Availability Assessment as deliverable and developable.
- 2.6 Public Rights of Way Officer – The development should integrate into the existing highway network, be that roads, footways or Public Rights of Way. In this instance we feel a link, preferable adopted footway, should be provided between the development and Rollesby FP2 to integrate the development and encourage use of this PRow. Linking Meadow Way through the development to FP2 would serve a wider community than just those in the new development and would facilitate a shorter and easier means of accessing the PRow network than currently exists as well as creating a short local circuit of paths.
- 2.7 Building Control – No comments received.
- 2.8 Norfolk Constabulary – No objection and points noted regarding the need for surveillance by active rooms (i.e. with people regularly using them).
- 2.9 Environment Agency – No comment.
- 2.10 Lead Local Flood Authority - No comment.
- 2.11 Essex and Suffolk Water – No objection subject to compliance with stated requirements that connection is made onto Company network for the new dwelling(s) for revenue purposes.
- 2.12 Water Management Alliance – If surface water is to be managed by infiltration this should be supported by infiltration testing in line with BRE365. The Land Drainage Act 1991 and the Boards bylaws are separate from planning however the ability to implement the scheme may be dependent on the granting of consents.
- 2.13 Norfolk County Council Fire Services – No objection.
- 2.14 Natural England – Payment of £60 per dwelling to the Natura 2000 Monitoring and Mitigation fund (note that this will be a non-infrastructure payment). Standing advice provided re foul drainage.
- Standing advice is triggered should the foul discharge be other than mains sewer, but application form states that foul sewerage shall be to mains sewer.
- 2.15 Anglian Water – No comments received.
- 2.16 Local Authority s106 requirements.

A sum of £1400 per dwelling for payment in lieu of children's recreation and public open space. The payment is in lieu of on-site provision.

3 Saved Policy Borough Wide Local Plan:-

3.1 Policy HOU9

Policy HOU9 a developer contribution will be sought, as a planning Obligation under the town and country planning act 1990 to finance the early provision of facilities required as a direct consequence of new development.

(Objective: To ensure adequate community and public services are available to new residents which are needed as a direct consequence of the development proposal.)

3.2 Policy HOU10

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.(partial)

3.3 Policy HOU16

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.

(objective: to provide for a high quality of new housing development)

4 National Policy: National Planning Policy Framework (NPPF)

- 4.1 The core planning principles set out in the NPPF (Para 17) encourage local planning authorities to always seek to secure high quality design and a good standard of amenity for all existing and future occupants.
- 4.2 Paragraph 49: Housing applications should be considered in the context of the presumption in favor of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites *(and the current situation, described below, is that there is not a five-year supply in the Borough at present)*.
- 4.3 Para 14; In circumstances where there relevant Local Plan policies are not up-to-date, planning permission should be granted “unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed the policies in this Framework taken as a whole”.
- 4.4 Para 50 states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:
 - plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to,

families with children, older people, people with disabilities, service families and people wishing to build their own homes);

- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities.

4.5 Para 54 states that in rural areas... local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs. In addition, Para 55 states that to promote sustainable development in rural areas new housing should be located where it will enhance or maintain the vitality of rural communities.

4.6 Paragraph 42: The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extension to existing villages and towns that follow the principles of Garden Cities. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development.

4.7 Paragraph 112. Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

5. Core Strategy:

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 (partial of a – f):

- 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

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 CS2: states that approximately 5% of all new residential development (approximately 152 new dwellings over the plan period) should be located throughout the Secondary and Tertiary Villages which include Rollesby.

5.3 Policy CS3: sets out criteria for ensuring a suitable mix of new homes. This includes ensuring that designed layout and density of new housing reflects the site and surrounding area. Policy CS3 also encourages all dwellings including small dwellings, to be designed with accessibility in mind providing flexible accommodation.

5.4 Policy CS9: sets out sets out the broad design criteria used by the Council to assess applications. Points a), c) f), and h) should be specifically considered in relation to this application to ensure that the proposed design reinforces local character, promotes positive relationships between existing and new buildings and fulfils the day to day needs of residents including the incorporation of appropriate parking facilities, cycle storage and storage for waste and recycling in the final scheme.

5.5 Policy CS11: sets out the Council's approach to enhancing the natural environment. Consideration should still be given as to how the design of the scheme has sought to avoid or reduce negative impacts on biodiversity and appropriately contributes to the creation of biodiversity in accordance with points f) and g). The impact upon the character of the Broads and the wider areas landscape character should also be considered in accordance with points c) and d).

5.6 Policy CS14: states that all developments should be assessed to establish as to whether or not any infrastructure or infrastructure improvements are required to mitigate the impacts of the development.

6. Interim Housing Land Supply Policy:

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

6.2 New housing development may be deemed acceptable outside, but adjacent to existing Urban Areas of Village Development Limits providing the following criteria, where relevant to development, have been satisfactorily addressed: inter alia points a) to n).

7 Appraisal through Strategic Housing Land Availability Assessment (partial):

7.1 The site is located to the west of Rollesby, off Meadow Way. The site is arable farmland. It is a level site with a gentle rise from south to north. A mature hedgerow and trees run along the southern boundary; field banks run along the west, east and north boundaries. There are mature trees on the southwest boundary and scattered along the western boundary. A grass track runs from King George Avenue along part of the north boundary. This narrows to a path which continues westwards. Surrounding

land uses are residential developments to the south, east and northeast, and farmland to the west and northwest. The site is high grade agricultural land (Grade 1).

- 7.2 The site is adjacent to the village development limits. Rollesby has very limited access to village amenities and facilities, including a primary school and a small collection of pubs and restaurants. In terms of highways and access, Norfolk County Council considers that vehicular access to the public highway may be acceptable for limited scale development but consider that the existing public services within Rollesby are inadequate to serve further residential potential.

Assessment:-

- 8.1 The application is a full application for the erection of 10 single storey dwellings; the site has had previous outline approval for 10 dwellings which has expired. There have been objections to the description of the application which notes the previous outline approval. The description is put forward by the applicant and is technically correct as there was a previous approval on the land. Following the comments received from members of the public a new site notice was displayed omitting the reference to the previous approval on the site.
- 8.2 Anglian Water has not responded to the consultation on the application, although they have provided comments to the applicant as pre-application advice which have been submitted in support of the application. The pre application advice states that there is adequate capacity for the foul water disposal and provides information on requesting the adoption of sustainable drainage features. The application form states that the foul water is to be disposed of via mains sewer. The comments from Natural England should be noted if the disposal of foul water is to be any way other than into mains sewer; a requirement for this to be agreed with the Local Planning Authority shall be conditioned if the application is approved. The Surface Water Management Alliance notes the requirements that the developer has to fulfil should sustainable drainage in relation to surface water by way of infiltration be used and that this is separate to the planning system. The objectors have stated that there are concerns over drainage at the site and that this will increase risk of flood from surface water elsewhere. The Lead Local Flood Authority has not commented on the application and there is no evidence that the development of this site with adequate drainage will adversely affect other areas; the Lead Local Flood Authority state that the application site is not within a surface water flow path as defined by the Environment Agency.
- 8.3 The access proposed is to join the existing estate road, Meadow Way, an existing public highway at the western most point between no. 26 Meadow Way and no. 13 Meadow Way. There have been objections from residents to the increase in traffic that will result through the additional 10 dwellings, but there are no objections from Norfolk County Highways to the additional dwellings and the impact on the highway network. Highways has requested some internal configuration changes which, at the time of writing, are being drawn up by the developer. Highways, during the Strategic Housing Land Availability Assessment (SHLAA) process, noted that services in Rollesby were inadequate to accommodate increased development; however, the site was assessed as deliverable and developable for moderate development. Highways had previously objected to an application for 35 dwellings on the application site and additional land (which was refused and dismissed at appeal primarily on highways grounds). There is no objection in principle to the development by the Highways

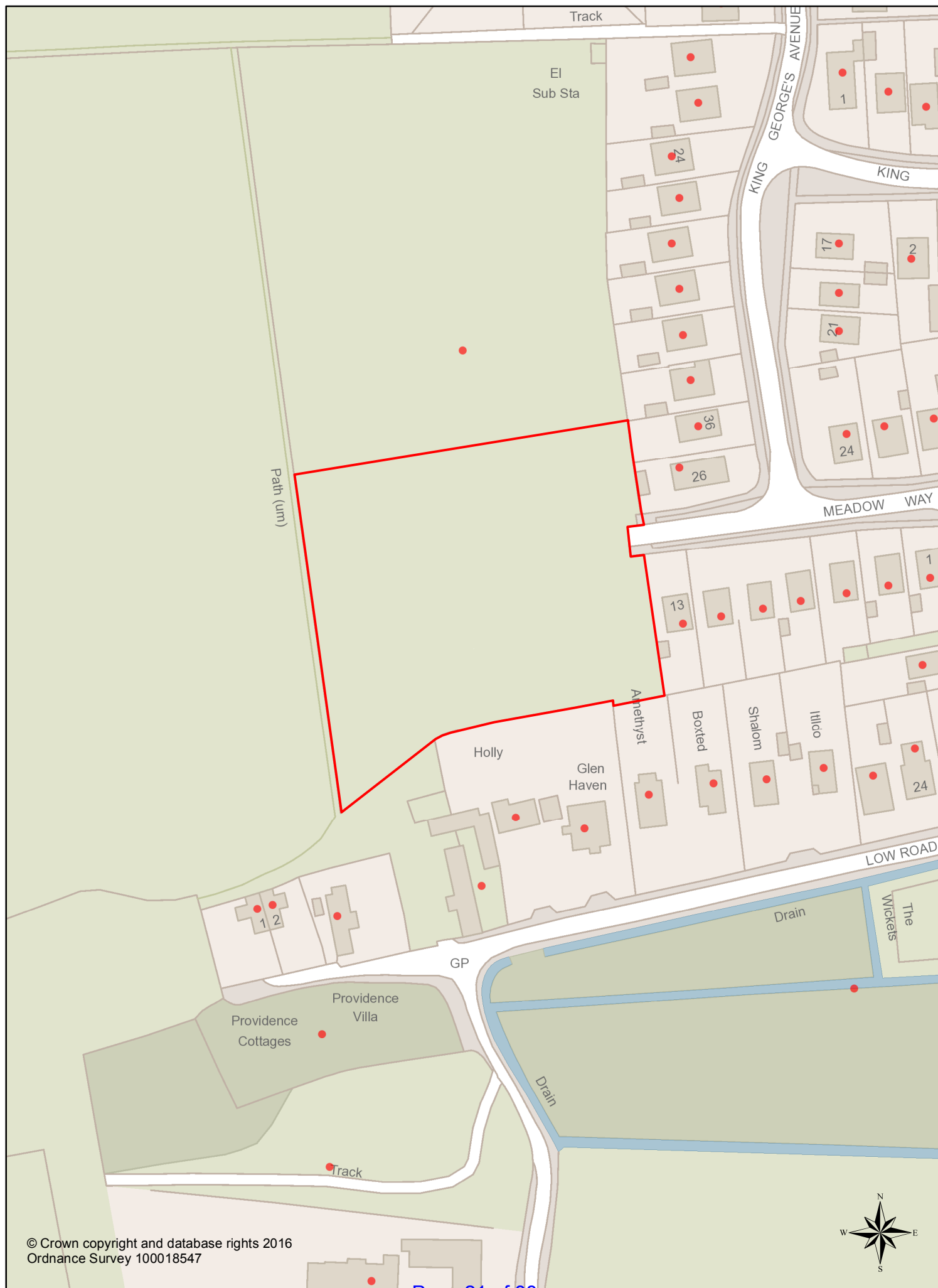
Officer and as such there are no highway grounds for refusal of the current application.

- 8.4 The dwellings proposed are all single storey and are in keeping with the existing dwellings and character of the area. By keeping the dwellings to single storey the residential dwellings that bound the application site will not be overlooked and will not have a significant adverse effect on the amenities and enjoyment of the adjacent dwelling houses. As raised as a concern within the representations the loss of agricultural land has been assessed as part of this application. As the land has previously been granted planning permission, has been through the SHLAA, is of small size and is in accordance with the Interim Housing Land Supply Policy it is not assessed as a demonstrable harm which outweighs the current need for housing.
- 8.5 There have been objections to the application that Rollesby does not have sufficient local amenities to support the additional 10 dwellings. The local amenities were assessed as part of the Core Strategy and Rollesby was designated a secondary village. This designation, and comments provided at 7.5 of this report, note the lack of village amenity; however, it is stated, at Policy CS2 of the Core Strategy, that secondary villages can accommodate 5% of the housing requirements and as such a development of 10 dwellings, in accordance with the Interim Housing Land Supply Policy, is an adequate development for a village of this size. This does not limit development to developments of this size or limit applications for further developments. The figure of 5% is not evenly applied to all secondary and tertiary villages with some having to accommodate more than others. The development of 10 dwellings in this location is in accordance with the character of the existing built form of the village of Rollesby.
- 8.6 The Parish Council have objected to the lack of provision of affordable housing on the site. A Ministerial Statement, upheld when tested through the courts, limits the provision of affordable housing to sites 11 or more unless the site was within the specific exemption provided within the statement. The application site is not a site within the exemption category (the Borough of Great Yarmouth has no excepted sites) and the application has not reached the prescribed limit of 11 houses and therefore there is no policy available to the Local Authority to require affordable housing or contribution for affordable housing by payment at this application site. In the absence of legal standing no affordable housing is being requested.
- 8.7 The application is in accordance with the Core Strategy and the land has been assessed against the SHLAA prior to having been granted outline approval. The current application is being assessed on merit and, taking all material considerations into account, is an acceptable form of development. The previous approval on the site for 10 dwellings is a material consideration in the current application as this has been taken into account when looking at future housing land allocations taken through to the Local Plan Working Party and when calculating the land supply.
- 8.8 Since the approval of the last application, the Core Strategy has been adopted in December 2015. An important factor when determining applications is whether a Local Authority has the ability to demonstrate a five-year housing land supply. If it cannot show that they are meeting this requirement, their policies with regards to residential development will be considered to be "out of date". The current application accords with the National Planning Policy Framework and is sustainable development in addition to being allocated for housing and in compliance with Local Planning Policy.

- 8.9 The current housing land supply situation is that the Borough has a 4.13 year supply of housing land as at 1st April 2017. As per paragraph 8.5 above the assumption is that, in the absence of a five year housing land supply planning policies relating to housing can be deemed out of date and the balance is tilted to the presumption in favour of sustainable development. The harms identified in this application, (such as they are) do not clearly and demonstrably outweigh the benefits; as such the application is in accordance with the NPPF.

9. Recommendation:-

- 9.1 Approve the application with conditions relating to hours of work, single storey as proposed in the submitted application and removal of permitted rights for roof lights or openings, to be built in accordance with the approved plans, foul water to be discharged to the mains sewer unless otherwise agreed, contamination condition as requested by Environmental Health, all highways conditions as requested, drainage details to be submitted (surface water) in accordance with Water Management Alliance comments, landscaping, public right of way retention in perpetuity and all conditions as requested by consulted parties and any required to ensure an adequate form of development.
- 9.2 The planning permission should not be issued until a policy compliant s106 agreement is signed and sealed. The s106 agreement shall include £1400 per dwelling for payment in lieu of open space and children's recreation and a single payment of £3000 for highways contribution (bus shelter) and a payment of £60 per dwelling for non-infrastructure payments in compliance with the Natura 2000 policy (as referenced in Natural England's comments).



Jill K. Smith

From: Leece, Sarah <sarah.leece@norfolk.gov.uk>
Sent: 06 March 2018 09:23
To: Jill K. Smith
Subject: RE: 06/18/0035/F

Dear Mrs Manthorpe,

Public Rights Of Way Consultee response regarding:

Meadow Way, Rollesby, Gt Yarmouth. Erection of 10 bungalows - following approval of outline

Thank you for your consultation regarding the above.

We have no objection in principle to the proposed development, however we would highlight that a Public Right of Way, known as Rollesby Footpath 2 is aligned alongside the western boundary of the site. The full legal extent of this Public Footpath must remain open and accessible for the duration of the development and subsequent occupation.

Development should integrate into the existing highway network, be that roads, footways or Public Rights of Way. In this instance we feel a link, preferably adopted footway, should be provided between the development and Rollesby FP2 to integrate development and encourage use of this PROW. Linking Meadow Lane through the development to FP2 would serve a wider community than just those in the new development and would facilitate a shorter and easier means of accessing the PROW network than currently exists as well as creating a short local circuit of paths.

Regards,

Sarah

Sarah Leece
Trails Officer (Planning & Development)
Community and Environmental Services

Norfolk County Council
General Enquiries: 0344 800 8020 or information@norfolk.gov.uk

From: Jill K. Smith [<mailto:Jill.Smith@great-yarmouth.gov.uk>]
Sent: 20 February 2018 12:38
To: Public Rights of Way <prow@norfolk.gov.uk>
Subject: 06/18/0035/F

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

Mr and Mrs C Jacques
12 King Georges Avenue
Rollesby
Great Yarmouth
Norfolk
NR29 5EN
23rd February 2018

Application: 06/18/0035/F
Location: Meadow Way, (Land at) Rollesby, Great Yarmouth

Dear Sir/Madam

I am writing to object to the above proposal of 10 bungalows.

Having seen the plans I feel the remainder of the field is unlikely to have any beneficial use for farming and therefore will soon receive further planning applications on it! Resulting in the whole field being developed into other dwellings. In the past when an application of 35 dwellings on the whole field was put forward it was rejected!

Other reasons include...

Drainage -

- Drainage around this proposed site is poor and often floods the surrounding residents. By building on this site it will only add to this problem overloading the old drainage system and also creating even more surface water.

Lack of amenities -

- Rollesby village has poor limited amenities and transport, included no doctor's surgery or local shops. This results in having to use the amenities in other local villages, which most are accessed via country lanes. Also with all the proposed development for all the housing in the surrounding villages, this will only lead to more strain on other village's local services and amenities including doctor's surgeries.
- Rollesby also has a very poor mobile phone and broadband service.

Access roads -

- Access roads to the site will not be able to cope with any more traffic. King Georges Ave and Court Road are narrow and already struggle to deal with traffic especially at peak times, with most households in the area owning 2 or more cars.
- The school and local car boot sale creates lots of extra congestion down King Georges Ave with cars parking on both sides of the road, this makes getting out of this junction onto the A149 very dangerous with very limited visibility.
- Also the access site to the proposed building site is very narrow and any big construction vehicles will not be able to turn around.

This land is of good agricultural use and home to vast wildlife and should not be developed on!

Yours Sincerely,

Mr Carl Jacques and Mrs Michelle Jacques

Jill K. Smith

From: [REDACTED]
Sent: 23 February 2018 15:51
To: plan
Subject: planning application 06/18/0035/F Meadow Way, Rollesby,
Attachments: objection letter 2018.docx

Please find attached our letter against planning application
06/18/0035/F Meadow Way, Rollesby, Great Yarmouth.

We believe the letter we received from you regarding this application sent on the 25th January 2018 was very miss-leading. As we thought it was to do with the previous application which was already approved, leading us to believe we were unable to make any further comments and our previous comments would be taken into account, however it has been brought to my attention today that the previous approval has expired and that this is a completely new application. Please can you confirm this is true?

Mr and Mrs Jacques

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

Mr and Mrs.M.Jacques
32 King Georges Avenue
Rollesby
Great Yarmouth
Norfolk
NR29 5EN
23rd February 2018

Dear whom it may Concern,

I am writing to object to the following...

Application: 06/18/0035/F

Location: Meadow Way, (Land at) Rollesby, Great Yarmouth

This field has always been used for farming crops which is good for the local economy. By building on a part of this field it is then making the remainder of the field unprofitable for farming. This is then likely to lead to the remaining part of the field being built on, as in one of the previous purposed applications of the original 35 dwellings purposed by the developer, which was refused.

My Objections also include...

Road Safety and Accessibility –

- Narrow access roads via King Georges Ave or meadow way, court road, low road and wick lane, these are all county lanes not designed for an increase in traffic and some of these roads are so narrow two cars are unable to pass.
- The junction from King Georges Ave onto the A149 is already considered dangerous, especially at peak times.
- Limited visibility at the junction of King Georges Ave onto the A149. Along with speeding Traffic along the A149 and the bus stops near this junction this creates a massive hazard, especially with the local primary school and playing field at this junction. There have been many previous accidents here including some involving pedestrians.
- Cars park on both sides of the road in King Georges Ave and on the A149 during school drop off and pick up times along with a Saturday car boot sale, again adding to congestion and making the access road to this site unsafe.
- Building these 10 more bungalows will create more vehicles and will create more congestion to the existing estate making it even more dangerous for all road users and pedestrians.

Poor Drainage and flooding –

- The existing drainage system is poor and already struggles to deal with the demand adding more homes will only add to this issue.
- Low road and court road regularly experience flooding due to surface water running down the hill from the proposed site.
- Building on this site will cause even more flooding for the residents of Court Road and Low Road.

Lack of amenities -

- Rollesby does not have a doctor's surgery; we are forced to use the surgeries in other villages which are already oversubscribed and as the surrounding villages are continue to grow rapidly at an alarming rate, this is already putting an extra strain on the limited amenities of the surrounding villages.
- Limited public transport through Rollesby.
- Very limited local amenities for local residents to access.
- Very poor mobile and broadband signal.

Yours Sincerely

Mr Michael Jacques and Mrs Sandra Jacques

internet Consultees

Application Reference 06/16/0035/F Attachments

Invalid Consultee Comment? ☐ Copy to existing Consultee? ☐

Name Mr j pendergast

Address 22 Meadow Way rolesby
Gt yarmouth

Post Code NR295HA

Telephone _____

Email Address _____

For or Against OBJ Object

Speak at Committee _____

I would like to object to the new application for ten properties because of the extra traffic this will create in Meadow Way & king georges av especially the junction that exits on to the 149 we already have to put up with coaches that use this as a turn around route to get to there destination after dropping off or picking up children from the school king georges av is a car park when dropping off or picking up children from school as there is not enough car parking space on the playing field so the roads become a bottleneck .we have no shops or doctors in the village so where ever you need to go it is a car journey because the bus service has been reduced since there last application the entrance to the properties is very narrow & where are all the lorries going to turn around the way the plans are laid out this will only be the first phase of many to come till he gets his original quota of 35 as you don't buy a field to

Date Entered 22-02-2018 Internet Reference OWPC1443

Internet Consultees

Application Reference 05/18/0035/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Mr j pendergast

Address 22 Meadow Way rollesby

Gt yarmouth

Post Code NR295HA

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

Way & king georges av especially the junction that exits on to the 149 we already have to put up with coaches that use this as a turn around route to get to there destination after dropping off or picking up children from the school king georges av is a car park when dropping off or picking up children from school as there is not enough car parking space on the playing field so the roads become a bottleneck .we have no shops or doctors in the village so where ever you need to go it is a car journey because the bus service has been reduced since there last application the entrance to the properties is very narrow & where are all the lorries going to turn around the way the plans are laid out this will only be the first phase of many to come till he gets his original quota of 35 as you don't buy a field to put ten properties on and grow weeds on the rest as badger are in the business of building properties.

Date Entered 22-02-2018

Internet Reference OWPC1443

Reference: 06/17/0654/F**Parish:** Hopton
Officer: Mr J Ibbotson
Expiry Date: 06/04/2018**Applicant:** Mr W Howkins**Proposal:** Subdivision of gardens to form plot for detached 2 bedroom house.**Site:** 31/33 Station Road
Hopton
Great Yarmouth
NR31 9BH

REPORT

1. Background / History :-

- 1.1 Previously application reference 06/17/0168/F was presented at committee and members voted to refuse the application. However, during the debate the issue of the ownership of the parking at the front of the site was raised and following clarification after the committee meeting it became apparent that the land was not owned by the Highways Authority, nor the applicant. A land registry check was made and a third party owns the land. This means that the application was not valid as the correct notice on land owners, and relevant ownership certificate in the application form had not been submitted. Therefore as the application was not a valid application a decision could not be issued.
- 1.2 The applicant has now submitted a similar scheme which has some differences. As the scheme is materially different the application is to be presented at committee again. As part of this application the access road owners have been notified by the applicants stating that they seek planning permission on this land, and the redline area of the application shows the application site and access to the public highway.
- 1.3 31 and 33 Station Road are two semi-detached dwellings dating to the Victorian period. The properties face onto Station Road, with pedestrian access from this road. Vehicular access is from the lane which runs to the west of the properties. The buildings have relatively long curtilages, which currently has a pitched roof garage located at the north eastern end of the gardens. This structure forms a rear boundary with 12 St Clements Mews.
- 1.4 The neighbouring property to the east is the village shop and north east is modern houses on St Clements Mews, to the west on the opposite side of the lane is 29 Station Road, a large detached property of a similar age to the host dwellings, and to the north west also on the other side of the private access lane and footpath is 83 and 85 Potters Drive. The adjoining property to the

north is 81b Potters Drive. This property faces westwards over the rear garden of 83 Potters Drive. Running along the western boundary runs a public right of way, part of which is open for vehicular traffic, part of which is only open to pedestrians, cutting through from Potters Drive. This public right of way is not owned by GYBC or NCC and is in the ownership of a third party.

- 1.5 The land had been subject to a previous planning application prior to application 06/17/0168/F. This previous application (06/13/0071/F) was refused. This application had sought permission for a two-bedroom house to the rear of the host properties, and was refused for the following reason.
- 1.6 *"The design of the proposed house and its location on the plot will result in the proposed dwelling extending beyond the rear elevation of the neighbouring dwelling to the north which would be an unneighbourly form of development that would cause overshadowing and loss of light and outlook to that dwelling. The proximity of the first floor window to the rear of the proposed dwelling to the rear boundary of the site would also result in overlooking of the existing house at the rear and would have significant adverse effects on the amenities of that property. In addition to this the application does not show any parking or turning area for the proposed dwelling and is lacking in detail regarding the replacement parking for the existing houses and details of the boundary treatment following demolition of the existing garage. The proposal would therefore be contrary to Policy HOU15 and criteria (A), (C) and (E) of Policy HOU7 of the Great Yarmouth Borough-Wide Local Plan which seek to safeguard the character and form of settlements and protect the amenities of the occupiers of nearby dwellings."*
- 1.7 The reason given in the August 2017 Committee meeting minutes to refuse the application was that Members felt it was over-development of the site and was contrary to criteria (A), (C) & (E) of Policy HOU7 of the Great Yarmouth Borough Wide Local Plan.
- 1.8 The applicant had previously implemented changes to the design based on certain issues raised in application refusal ref.06/13/0071/F as part of the submission 06/17/0168/F. They have now also taken account of some of the issues raised during the committee meeting for this later application and also in the letters of objection to application.
- 1.9 Proposal - Planning permission is sought in this instance for the erection of a two-storey, two bedroom detached dwelling house. This would follow the part demolition of the garage on site and subdivision of the garden of 31 and 33 Station Road. The development would use of part of 31 Station Road's garden to widen the existing access from the lane and also provide two tandem parking spaces for the proposed dwelling. Additionally, a single parking space for No. 33 would be created in what had been the rear garden of 31 Station Road. Parking for number 31 Station road would be provided in a new access onto Station Road onto a single parking space in the front garden of No.31 Station Road.

- 1.10 This planning application has taken into account some of the concerns of neighbours and the reasons for refusal of the previous planning applications. The set back of the rear elevation in relation to 81b Potters Drive which had been the basis of refusal of application 06/13/0071/F is addressed by this application.
- 1.11 The front and rear elevation are broadly in line with the neighbouring property to the north, 81b Potters Drive. The first floor layout allows for the rear bedroom to have a window in the southern side elevation rather than the rear elevation to avoid overlooking of No. 12 St Clements Mews. It has also included alternative off street parking and a widened access in line with Norfolk County Council Highways Department's standards.
- 1.12 The development would have a single bedroom on the front of the building with one first floor window in the front elevation. This differs from the previous application in that there had been two first floor windows, the smaller of which had proposed to be obscured. The proposed first floor window would face the same direction as the first-floor windows of 81 and 81b Potters Drive and would to an extent overlook the gardens and property at 83 Potters Drive, and the garden of 29 Station Road. The rear brick wall of the garage will be retained to form the boundary treatment to the rear and form part of a storage shed.
- 1.13 The proposed dwelling is 0.5m deeper in length than that considered under application 06/17/0168/F. This now ensures that the overall floor area of this two-bedroom, two-storey dwelling complies with the space standards as set out in the Government's Technical housing standards – nationally described space standard (2015) of 70.4m²

2 Consultations :-

- 2.1 Highways – As this proposal does not alter the access and layout significantly NCC Highway's Officer earlier viewpoint, which had set out that whilst there would be a reduction in parking provision for the existing properties, and that there might be parking displacement, on balance there are not sufficient grounds to refuse the application on Highways Grounds. This is because Hopton is noted to have a good level of services and also access to public transport. The lane access is to be widened and would improve vehicle pedestrian interaction. The parking provided to the front of No. 31 Station Road would be NCC highways policy compliant. Conditions are suggested.
- 2.2 Parish Council – objects on the grounds that the new access for the existing dwelling is unsafe; A visibility splay cannot be guaranteed due to the hedge falling within No.29's ownership; There is significant loss of amenity for No.31 Station Road caused by the new dwelling; No information is provided regarding the rear wall of the garage/boundary with 12 St Clements Mews; the proposal is over-development of the site, the proposal does not meet NCC parking standards of two cars per dwelling, provides insufficient space for turning and would infringe on the foot path, increase traffic in the area and in particular on Station Road; who would be responsible for the maintenance of the private access.

- 2.3 Local residents – five letters of objection were received in regards to the proposal from three addresses. Two of the objections come from residents in neighbouring properties to the west of the application site, No.29 Station Road and No.83 Potters Drive, and one objection comes from a resident of Hopton. Copies of which are attached.
- 2.4 The main reasons for objection are that the proposal has poor access onto a busy road, insufficient parking, over development of the plot, loss of privacy at the properties opposite 29 Station Road and 83 Potters Drive, loss of gardens of the donor properties and detrimental impact upon the character of the area. It is stated that the proposal would result in unacceptable and dangerous vehicle movements on the public right of way and on Station Road itself, cause the loss of the garages and No.31 Station Road's garden, as well as the loss of a well-used grass verge. Other issues raised include construction disturbance, lack of clarity over the ownership of the access, loss of parking around the post office and shop through the installation of a dropped curb outside 31 Station Road.
- 2.5 The owners of 81a Potters Drive had previously stated with application 06/17/0168/F that if the council is minded to approve that a 1.8m high timber panel fence is erected between this property and the application site.
- 2.6 No Objections have been received from properties to the east of the site on St Clements Mews.
- 2.7 Building Control Officer – No objection

3 Policy :-

3.1 Policy CS3 – Addressing the Borough's housing need

To ensure that new residential development in the borough meets the housing needs of local people, the Council and its partners will seek to:

- a) Make provision for at least 7,140 new homes over the plan period. This will be achieved by:
- Focusing new development in accessible areas and those with the most capacity to accommodate new homes, in accordance with Policy CS2
 - Allocating two strategic Key Sites; at the Great Yarmouth Waterfront Area (Policy CS17) for approximately 1,000 additional new homes (a minimum of 350 of which will be delivered within the plan period) and at the Beacon Park Extension, South Bradwell (Policy CS18) for approximately 1,000 additional new homes (all of which will be delivered within the plan period)
 - Allocating sufficient sites through the Development Policies and Site Allocations Local Plan Document and/or Neighbourhood Development Plans, where relevant
 - Ensuring the efficient use of land/sites including higher densities in appropriate locations

- Using a 'plan, monitor and manage' approach, which uses a split housing target to ensure that the plan is deliverable over the plan period (as shown in the Housing Trajectory: Appendix 3), to ensure the continuous maintenance of a five-year rolling supply of deliverable housing sites
- b) Encourage the effective use of the existing housing stock in line with the Council's Empty Homes Strategy
- c) Encourage the development of self-build housing schemes and support the reuse and conversion of redundant buildings into housing where appropriate and in accordance with other policies in the Local Plan
- d) Ensure that new housing addresses local housing need by incorporating a range of different tenures, sizes and types of homes to create mixed and balanced communities. The precise requirements for tenure, size and type of housing units will be negotiated on a site-by-site basis, having regard to the Strategic Housing Market Assessment, Policy CS4 and the viability of individual sites
- e) Support the provision of housing for vulnerable people and specialist housing provision, including nursing homes, residential and extra care facilities in appropriate locations and where there is an identified need
- f) Encourage all dwellings, including small dwellings, to be designed with accessibility in mind, providing flexible accommodation that is accessible to all and capable of adaptation to accommodate lifestyle changes, including the needs of the older generation and people with disabilities
- g) Promote design-led housing developments with layouts and densities that appropriately reflect the characteristics of the site and surrounding areas and make efficient use of land, in accordance with Policy CS9 and Policy CS12

3.2 Policy CS9 – Encouraging well-designed, distinctive places

High quality, distinctive places are an essential part in attracting and retaining residents, businesses, visitors and developers. As such, the Council will ensure that all new developments within the borough:

- a) Respond to, and draw inspiration from the surrounding area's distinctive natural, built and historic characteristics, such as scale, form, massing and materials, to ensure that the full potential of the development site is realised; making efficient use of land and reinforcing the local identity
- b) Consider incorporating key features, such as landmark buildings, green infrastructure and public art, which relate to the historical, ecological or geological interest of a site and further enhance local character
- c) Promote positive relationships between existing and proposed buildings, streets and well lit spaces, thus creating safe, attractive, functional places with active frontages that limit the opportunities for crime

- d) Provide safe access and convenient routes for pedestrians, cyclists, public transport users and disabled people, maintaining high levels of permeability and legibility
- e) Provide vehicular access and parking suitable for the use and location of the development, reflecting the Council's adopted parking standards
- f) Seek to protect the amenity of existing and future residents, or people working in, or nearby, a proposed development, from factors such as noise, light and air pollution and ensure that new development does not unduly impact upon public safety
- g) Conserve and enhance biodiversity, landscape features and townscape quality
- h) Minimise greenhouse gas emissions and the risk of flooding, through the use of renewable and low carbon energy and efficient site layouts and building designs, in accordance with Policy CS12
- i) Fulfil the day-to-day social, technological and economic needs of residents, visitors and businesses by ensuring the provision of capacity for high speed digital connectivity, suitable private and communal open space, cycle storage and appropriate waste and recycling facilities

Applicants are encouraged to engage with the Council's Development Control section early on in the design process through pre-application discussions to help speed up the planning process and ensure that the selected design is the most appropriate for the site.

3.3 POLICY HOU7

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.

(Objective: To ensure an adequate supply of appropriately located housing land whilst safeguarding the character and form of settlements.)

* ie. developments generally comprising not more than 10 dwellings.

4 Assessment :-

- 4.1 The proposal differs to the first refused application on this site (06/13/0071/F) by siting the dwelling in-line with the building line of the neighbouring dwelling No.81b Potters Drive, as well as window positioning. There are minor differences between the proposal and the most recent previous application which was minded for refusal prior to being found invalid and withdrawn (06/17/0168/F). Specifically, the scheme shows the retention of the rear and side walls of the garage and the siting of a garden shed. Additionally, one of the two windows in the front bedroom is to be removed in this scheme when compared to application 06/17/0168/F, finally the footprint is marginally larger ensuring compliance with the governments space standards.
- 4.2 This scheme gives additional detail showing how access, turning and parking would be provided and Norfolk County Council Highways do not object. The scheme put forward to the Planning Committee provides a new dwelling in a sustainable location.
- 4.3 This application would see the building being constructed broadly in line with the neighbouring property No. 81a Potters Drive, and therefore there are no projections to the rear which would result in overshadowing or overlooking of this dwelling. The first-floor room and window layout will not overlook properties to the rear. The current garage wall on the boundary with 12 St Clements Mews would be retained, and a condition could be placed on the application to ensure adequate height boundaries on other elevations. The separation distance to the host properties is sufficient. Therefore the properties to the North, East and South would not suffer through loss of privacy, light or outlook. The distance

from the proposed dwelling to 29 Station Road means that this neighbouring property would not be adversely affected through overlooking or loss privacy.

- 4.4 Strong objections have been received from the occupants of the property on the opposite side of the footpath to the west, no.83 Potters Drive in regards to overlooking and loss of privacy. The proposal includes a single first floor window which would overlook the garden and rear windows of No.83 Potters Drive and No.29 Station Road. Whilst this would cause a degree of overlooking it is not considered sufficiently severe to warrant refusal. The first floor bedroom has an elevation facing 31/33 Station Road which could be used to re-position the first floor window, however this has not been changed as part of this application.
- 4.5 No81b Potters Drive, which is closer to No 83 Potters Drive than the proposal already overlooks the site. As this is a relatively recent development of houses in a suburban area the density and proximity means that overlooking is characteristic of the general pattern of development. The proposed dwellings first floor window is approximately 20m away from No 83 Potters Drive. The first floor bedroom window would face at approximately 90 degrees the rear elevation of this neighbouring property and the potential for overlooking is possible, but would not be worse than that caused by 81b Potters Drive. This application has reduced the number of windows in the front elevation from 2 in application 06/17/0168/F, to 1.no window in the first floor. On balance therefore the scheme is considered to be in compliance with policy HOU7 (E) of the Great Yarmouth Borough Wide Local Plan.
- 4.6 This revision of the plans results in the proposed dwelling having sufficient parking provision to meet NCC requirements. The two host properties would only have a single parking space each which would not meet the parking requirements set out by NCC.
- 4.7 However, following consultation with the NCC Highways Officer their advice is that this would not be a sufficient reason to refuse the application. Hopton has good public transport links, as well as access to nearby schools, shops and other services. Therefore the site is considered to be a sustainable location, where one car per property would work. Whilst objections have stated that overspill on street parking is undesirable or potentially dangerous, on street parking is not restricted in the area, and therefore overspill parking could park on the roads. By allowing the dropped curb of No.31 Station Road, this is likely to restrict parking directly in front of these properties which would be beneficial.
- 4.8 In terms of the intensification of the use of the lane as access, at least 4 vehicles can currently park on the rear of the site or in the garage as accessed by the lane (which also acts as a footpath). This proposed development would restrict the number of vehicles parking in this area to 3 vehicles which would be a net reduction in vehicle parking spaces and thus likely vehicle movements. Additionally the proposal includes widening the width of the access which would ensure that pedestrian and vehicles have sufficient space to manoeuvre. Therefore the proposal would not result in sufficient change over the current

number and type of vehicle movements and would widen the access to allow for improved pedestrian and vehicular crossing.

- 4.9 Other issues to consider are the design of the structure, and the quality of amenity provided for future residents. The external appearance of the proposed dwelling is a typical two storey suburban dwelling which would be constructed in traditional building methods. The building line of 81 and 81A Potters Drive would be continued, and whilst the plot is a subdivided garden, it has been shown that there is sufficient space to provide adequate gardens and not cause undue amenity loss to neighbours. Therefore the proposal is considered to be of an acceptable appearance. The infill will not break up the gap between the pair of Victorian cottages (31/33 Station Road) and the larger house (29 Station Road) which date back to when there had been a railway in the area. Therefore the character of the street scene as viewed from Station Road would remain relatively unchanged.
- 4.10 The internal layout is acceptable with all rooms having an acceptable outlook but not being overlooked to an extent which would be considered to have limited privacy. The rear garden would be relatively private and the front garden could be landscaped to ensure acceptable vehicular visibility, but also have a positive visual appearance. The proposed dwelling would have a floor area of 70.4m² which is 5m² larger than the previous application and would now meet the size specified for a 2 bedroomed 3 person property in Governments guidance as set out in Technical housing standards – nationally described space standard. The scheme also includes an outside store, and both bedrooms are compliant with the Technical Housing Standards, in this instance it is considered to be a good quality dwelling which accords with relevant standards.
- 4.11 As the development is for a single dwelling, no additional contributions would or could be required to be made by the developer for instance for affordable housing or infrastructure provision. The site is within a sustainable location allocated for further appropriate development. The dwelling would be a windfall development which contributes (in a minor way) to the councils housing provision. Currently the Council cannot identify a 5 year housing land supply.

5 RECOMMENDATION :-

- 5.1 Approve - subject to conditions as requested by highways, requiring boundary treatment details to be provided including the retention of the rear 2.4m wall, requiring cycle sheds to be provided, requiring the first floor rear bathroom window and first floor smaller window to be obscure glazed, removing permitted development rights and restricting hours of construction.



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

NCC contact number: 0344 800 8020
Text Relay - 18001 0344 800 8020

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

Your Ref: 06/17/0654/F
Date: 13 March 2018

My Ref: 9/6/17/0654
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jack

Great Yarmouth: Sub-division of gardens to form plot for detached 2 bedroom house - revised application
31-33 Station Road (R/O) Hopton GREAT YARMOUTH NR31 9BH

Thank you for your recent notification of of revision to the above.

In highway terms I can confirm that I have no additional comment to my earlier response resulting from the amendments.

Yours sincerely

Stuart French

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

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

Your Ref: 06/17/0654/F
Date: 31 October 2017

My Ref: 9/6/17/0654
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jack

Great Yarmouth: Sub-division of gardens to form plot for detached 2 bedroom house - revised application
31-33 Station Road (R/O) Hopton GREAT YARMOUTH NR31 9BH

Thank you for your recent consultation with respect tot he above.

It is noted that this is a revised application, although it would appear there is not a significant change the proposals , and certainly not anything that would change my earlier view of this proposal.

Accordingly should your Authority be minded to approve the application I would recommend the following conditions and informative note be appended to any grant of permission.

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 1171/1 RevC) in accordance with the highway specification (Dwg. No. TRAD 1) 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.

SHC 10 Prior to the commencement of the use hereby permitted the vehicular access (indicated for improvement on drawing number 1171/1 Rev C) shall

Continued/...

be widened to a minimum width of 7 metres and provided in accordance with the Norfolk County Council residential access construction specification for the first 5 metres as measured back from the near channel edge of the adjacent carriageway. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

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

- SHC 11V 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 4.2 metres 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 14 Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking, amending or re-enacting that Order) no gates, bollard, chain or other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

- SHC 19 Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan. The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

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

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

- 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

Continued/...

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 and Operations Team on 0344 800 8020.

If required, street furniture will need to be repositioned at the Applicant's own expense.

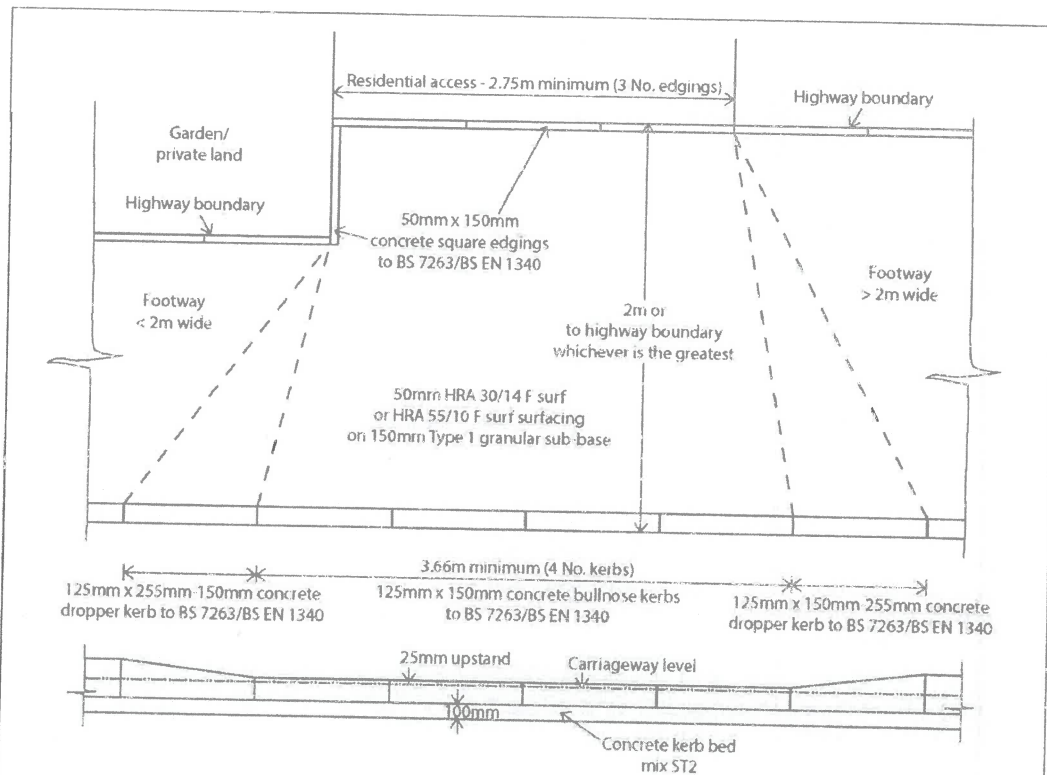
Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

Yours sincerely

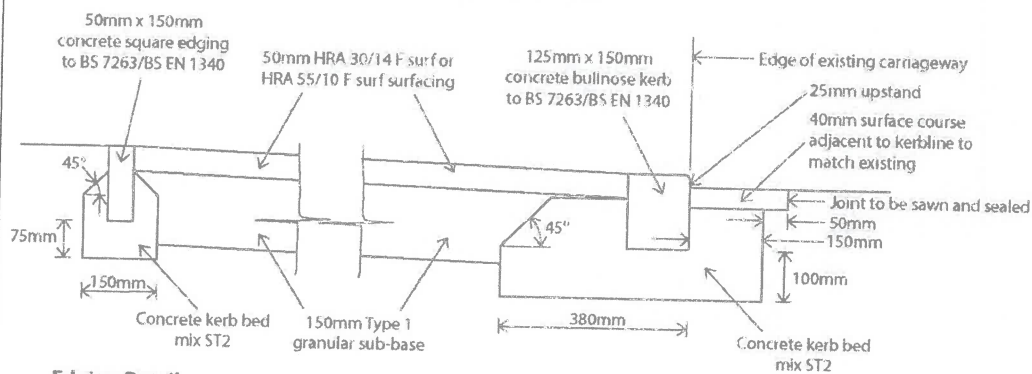
Stuart French

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

Encl



Plan + Elevation



Edging Detail

Dropped Kerb Detail

Norfolk County Council
at your service

Footway Crossing - Typical Residential Access Details

November 2011

Dwg No. TRAD 1

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.

Jill K. Smith

From: Hopton Parish Council <hoptonparishclerk@hotmail.com>
Sent: 13 March 2018 13:11
To: plan
Cc: Carl Annison Borough Councillor; Sue Hacon B.C. Hopton; Andy Grant
Subject: 06/17/0654/F Sub division of gardens to form dwelling 31/33 Station Road Hopton on Sea

Hello Planning

The Parish Council has considered the revised drawing and application and still strongly object (as previously) on the grounds of lack of reasonable access and over-development of the site. All other objections, as stated for the previous application, remain.

We have asked our Borough Cllrs to refer this matter to the Development Control Committee. Please let us know when this application is scheduled to be heard by the DCC.

Regards

Julie

FCILEX, Clerk and RFO to Hopton-on-Sea Parish Council

Office at the Village Hall Station Road Hopton on Sea NR31 9BE open Mon, Tues, Thurs, Fri 9.30am to 1.30pm Tel: 01502 730768 Website <http://hopton-on-sea-parish-council.norfolkparishes.gov.uk/>

This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you received this e-mail in error please notify the sender.

Elaine Helsdon

From: Hopton Parish Council <hoptonparishclerk@hotmail.com>
Sent: 03 November 2017 12:00
To: plan
Subject: 06/17/0654/F 31/33 Station Road Hopton on Sea Sub-division of gardens to form plot for detached 2 bedroom house

Hello Planning

Hopton-on-Sea Parish Council strongly objects to the above application. Reasons are stated below. We have asked our Borough Councillor Carl Annison to refer this matter to GYBC Development Control Committee, and await details of the hearing date in due course.

- An additional access / egress point is proposed on Station Road opposite a bus stop, adjacent to a second bus stop, adjacent to a busy General Store / Post Office, within metres of a public house and blind corner / T-junction
- Visibility splay cannot be guaranteed by the applicant or future owners since this could be impinged by existing hedging owned by No. 29
- There is significant reduction in amenity space for No. 31 contrary to the application supporting documentation
- There is still no detail on how the rearmost boundary with 12 St Clement Mews shall be handled once the garages are demolished which was discussed at length at the DCC meeting 9/8/17 Re: the previous application
- The application is mis-leading in that it claims that there are currently two parking spaces for the extant cottages at 31 and 33 and that additional parking space shall be created with four in total shared between the three properties. In fact there is already four spaces and two garages for use by 31 and 33 so a property is being added with the loss of two parking spaces
- There is the likelihood that vehicles parked in the new parking space provided in the front garden of No. 31 shall encroach onto the public footpath
- The Design & Access Statement is mis-leading as it states that the previous application was withdrawn due to an issue with the land ownership certificate. The previous application was refused by DCC for reasons other than this none of which have been addressed by the new application
- The latest application now includes the access drive as part of the site. If this has been purchased by the applicant what guarantees are there for continued maintenance in accordance with the conditions previously detailed by Highways, and if this is private land under new ownership shall access to the general public and future residents at 29, 31 and 33 be restricted?
- If this driveway is not owned by the applicant what right do they have to significantly alter it and does the legal owner become liable for its maintenance?

Regards

Julie

FCILEX, Clerk and RFO to Hopton-on-Sea Parish Council
Office at the Village Hall Station Road Hopton on Sea NR31 9BE open Mon, Tues, Thurs, Fri 9.30am to 1.30pm Tel: 01502 730768 Website <http://hopton-on-sea-parish-council.norfolkparishes.gov.uk/>

Jack Ibbotson

From: Martin & Denise Collins
Sent: 22 March 2018 21:37
To: Jack Ibbotson
Cc: plan; Elaine Helsdon; Dean A. Minns; hoptonparishclerk@hotmail.com
Subject: Yet another objection to 06/17/0654/F

Hello Mr. Ibbotson,

The website previously seemed to limit comments to 3,800 characters. I didn't even bother attempting to use it this time so please find my objections detailed below via email. Today 22nd March 2018, @ 2130.

#####

Objection to application 06/17/0654/F, 31-33 Station Road (R/O) Hopton GREAT YARMOUTH NR31 9BH.

To Whom It May Concern

My Wife and I wish to formally object to the above application for the following reasons:

1. Grave Public Safety Concerns.
2. Loss of residential amenities.
3. Over-Development & Garden Grabbing.
4. Out of Character Design, Poor Visual Impact & Negative Effect on the character of the neighbourhood.
5. Overlooking, overshadowing & residents loss of privacy.
6. Excessive Noise & disturbance.
7. Other.

Overall this is a selfish application that, if approved, would be at the detriment to the entire village and its' many residents. It would benefit no one other than the applicant. We should not allow one man's indulgence, who resides 20 miles away, to negatively affect the daily lives of honest, hard working residents who live in this fine, proud village. A village that has already sacrificed many acres of land to support hundreds of new house developments.

This application has gone on for far too long and the application itself is now starting to negatively affect the health and happiness of the surrounding residents. This application needs to be finalised for everybody's sake.

The elephant in the room remains. Does the applicant have permission from the land owner or not for this proposed development? We know he has notified the owner but that is as far as we know at this moment in time.

With this latest application the planning office has failed to place any physical public notices adjacent or near to the property. I am unsure how this latest application is allowed to go to a public meeting without the public being informed of the application revision at all? This is bad form by the planning office and implies some form of secrecy around it.

1. Grave Public Safety Concerns.

This narcissistic application, for the last 12 months and throughout it's many, many revisions, amendments, refusals & objections, has completely ignored all public safety concerns. Concerns that have never been addressed in any of the revisions of the plans. This is not a dead-end private lane where it wouldn't matter except to the applicant. This is a public right of way - a busy footpath used by adults, children, the elderly and cyclists of the village and visitors alike.

It is obviously entirely unsafe to be mixing pedestrians with vehicles on a high speed road surface, with no form of segregation whatsoever - particularly at the points where the track meets station road and where the track meets the already established solid footpath from Potters Drive. If the already established solid footpath from Potters Drive has segregation from vehicles then why should this new application, only 10 yards away and a continuation, be any different? The tandem parking proposal is so maddeningly stupid from a design perspective that it defies belief! Anyone, including myself, who has had to live with the "two car shuffle" when living with a single drive will know how stupid it would be to attempt this in a narrow lane used by pedestrians - which is what would have to happen at this planned development. For clarity, the two car shuffle, is where the front car needs the rear car to move before it can leave, but the rear car isn't leaving and needs to get back in when the front car has left!

Segregated pavement, railings, kerbs, bollards, barriers, speed bumps, additional lighting, etc. etc. These are all things the application should have been proposing for the access track but so selfishly has not.

In relation to the proposed parking bay in the front garden of 31 Station Road, it should be noted just how narrow the pavement is outside

31 & 33 Station Road. The recent snow and ice made me realise that it would be entirely unsafe to have a dropped kerb outside this property.

The narrow path would mean the angle of the pathway would be too great for people to walk on safely, particularly in icy conditions. Therefore a dropped kerb should be refused on public safety grounds, making this parking bay difficult and possibly dangerous for the residents of 31 Station Road to use.

The two beasts from the east has demonstrated the disdain the applicant shows the residents of Hopton. His temporary security fencing has blown over twice into the track - it's metal, heavy and it is lucky no one was walking past when it blew over. Hopton residents had to man handle it back into position, twice, as it was blocking the footpath. The plastic corrugated roofing at the rear of 31 Station Road has slowly been ripping itself to pieces in the winds, large chunks of it chasing residents down the track trying to maim them. No sign of any responsible owner for months.

It still appears that emergency vehicle access would be extremely limited. Should these plans not include a sprinkler system in case of fire like others that have strangely been approved lately?

2. Loss of residential amenities.

The parking bays are insufficient for the properties and make no allowance for visitors and deliveries, all of whom would no doubt park outside of the bays and block access for vehicles and pedestrians alike.

The only alternative will be for vehicles to park on Station Road and/or the bend on Potters Drive and walk through, blocking those areas for existing pedestrians, road users and residents. This already happens a little for the properties adjacent to the footpath to the east of my property and therefore it will clearly increase. However the plans include removing one of the parking bays on Station Road which is unacceptable in this already tight and congested area where at least half a dozen properties, including two new ones, on the corner of Station Road and Coast Road also have no parking space provision (there was in the planning stage, but were later removed by a building regulations application). The public amenities including the busy public house, shop and post office all need parking provision in order to survive and this development will be at their detriment and possible loss to the village.

Clearly this access way is a major residential amenity and if this proposal went ahead the only safe thing to do would be to close it off completely to pedestrians, which is both unreasonable & unacceptable.

3. Over-Development & Garden Grabbing.

The proposed building would make the area appear over-developed for the space available, with the tight access and small space it is like trying to fit a square peg in a round hole. Also this appears to be "garden-grabbing" a practice we believe is frowned upon by national planning guidelines as gardens are no longer considered as brownfield sites?

4. Out of Character Design, Poor Visual Impact & Negative Effect on the character of the neighbourhood.

The design of the building appears to be completely out of character with the existing properties in design and construction. The present arrangement of houses places a meaningful displacement between the new estate and the old cottages and old station masters house. Squeezing this new construction in so near to the older developments will appear extremely odd and out of character.

All of the detached houses or blocks of houses on this estate have been very cleverly positioned and angled by the original designers. Buildings are set back or set forward to minimise overlooking and are angled sympathetically in parallel to the direction of the road in front of the property in such a way overlooking is also minimised. No such clever positioning or angling appears to have been applied in these plans and indeed the opposite is true - probably as there is insufficient room in the gardens of the cottages to do so. Therefore it will be out of character of the neighbourhood in both design and positioning.

5. Overlooking, overshadowing & residents loss of privacy.

It is not very clear but the revised application seems to suggest the use of privacy glass in the upstairs, front bedroom window? This is clearly a ploy just to get it past the planning stage. Once built and signed off it will be easy to replace the privacy glass with clear glass and not break any rules or laws! No one will put up with privacy glass in a bedroom that's for sure. Would you? Therefore my previous concerns are still valid and detailed below:

The property overlooks and overshadows our property and in difference to any existing properties has a direct line of sight into both our lower and upper living spaces. It also overlooks into our garden more than any existing property. Both points leading to a loss of our presently enjoyed amenities & privacy. Previously described as "angled slightly away", it is in fact only 4 degrees different from existing properties which is negligible. Other residents, particularly 29 Station Road, would be similarly affected.

A simple arc of distance reveals that the proposed property would be closer to our boundary than any of the other existing properties on that side which is unreasonable considering the existing properties are already rather close. The applicant, architect and planning office appear to have deliberately left our building out of any submitted plans as to include them would be at this applications detriment for anybody reviewing the plans.

6. Excessive Noise & disturbance.

If these plans are approved then the noise & disturbance of additional vehicles (residential or commercial) using the access way is something we currently don't have to endure, particularly at the peaceful rear of our property.

If these plans are approved then the additional parking of vehicles (residential or commercial) on Station Road and/or the bend on Potters Drive will cause noise & disturbance we currently don't have to endure.

7. Other

The developer has owned the existing cottages for many years and it is apparent from the state of the access way that he has made no attempt to maintain it. If this is developed and tarmac laid the developer has no further obligation to continue to maintain it and it will fall into the same disrepair - as demonstrated by the effects of the beasts from the east. Who will be responsible should an accident occur? Who will indemnify the residents who use this amenity? Who will compensate the residents for the disruption caused to our gas, water & sewage services that all run underneath this access way while the proposed development is being built?

All other previous objections to this application remain.

Regards,

Martin & Denise Collins
22nd March 2018

Elaine Helsdon

From: Martin & Denise Collins
Sent: 09 November 2017 17:21
To: Jack Ibbotson
Cc: plan; Elaine Helsdon; Dean A. Minns; hoptonparishclerk@hotmail.com
Subject: Objection to 06/17/0654/F
Attachments: 2017-11-09 14.50.14.jpg; 2017-11-09 14.50.06.jpg

Hello Mr. Ibbotson,

The website seems to limit comments to 3,800 characters so please find my objections detailed below via email. Today 9th November 2017 @ 17:18.

My Wife and I strongly object to application 06/17/0654/F predominantly on safety grounds, but additionally on privacy grounds and concerns with the application misleading the general public.

Whether by incompetence or intent the general public are being wholly misled by this new application, for the following reasons:

a) Conflict of dates by which comments are to be received by. You state on the GYBC website that comments are due by the 9th Nov 2017, yet the posters displayed on lamp posts state 14th Nov 2017. This may mean public comments submitted are wrongly discarded. You need to adjust to the later date.

b) There seems to be an intention to deceive the public about the previous application. The previous application was refused and although the applicant had full right to appeal this decision, instead it is stated that the previous application had been withdrawn for reasons that in no way match the reasons by which it was refused. None of the reasons for refusal have been addressed by this new application. The public have a right to know that this previous application was refused and the full reasons for this refusal which have never been distributed publicly in writing.

c) One of the reasons given for the previous applications "withdrawal" is stated as due to an "issue with the land ownership certificate relating to the existing roadway to the west of the site." The new application makes no further reference to the land ownership and instead seems to imply that the applicant now owns the roadway to the west of the site, which may or may not be true. It needs to be clearly stated whether or not the applicant actually owns the roadway or not as otherwise this application could be construed as deception. Section 25 of the application does not make it clear if the applicant owns the land or not, just that notice has been given to the owner.

d) The applicant is stated as Mr W Howkins 22 Blofield Road Brundall NORWICH NR13 5NN. Yet Mr. W Howkins (the son) has been nowhere near this proposed development. Instead Mr. I Howkins (the father) is a very frequent visitor to the proposed development as he keeps parking outside my house on Potters Drive. I have no issue with his parking outside my house as understandably it is extremely difficult for Mr. I Howkins to get his modest sized car into the roadway to the west of the proposed development as it is so narrow. What does concern me is the validity of this application and whether GYBC believe there is a duty to discuss the application with HMRC? Or is it because a previous application by Mr. I Howkins (2013) was refused? It is quite odd.

Whether you answer to the public or not the planning office is a public body and therefore it needs to conduct itself in an appropriate, professional manner. This application as it stands is wholly inappropriate and deceitful.

Duty of care

GYBC, the applicant & his agent have a duty of care to the general public. Yet it appears all of them have ignored this duty. Firstly where an application proposes to mix pedestrians with road traffic on a high speed road surface it is imperative that a formal risk assessment is conducted to ensure that the risks to public safety are acceptable and

minimised. The report of any formal risk assessment needs to be publicly available. No formal risk assessment has been conducted or proposed for this application and this is a failure by the planning office in particular, to ensure public safety. Secondly, due to the tight access of the roadway all parties should have ensured that an emergency services access inspection and report had been conducted beforehand. It appears to me that a fire engine, for example, would be unable to make the tight turn from the narrow main road (Station Road) into that tight passageway to west. This puts any future residents of the proposed development at an extreme, unnecessary risk for example, in case of a fire. It clearly puts the applicants potential profit over peoples lives.

Without the formal risk assessment and without the emergency services access report, this application is incomplete.

General objections

1. Overlooking, overshadowing & loss of privacy.

a) The property overlooks and overshadows our property and in difference to any existing properties has a direct line of sight into both our lower and upper living spaces. It also overlooks into our garden more than any existing property. Both points leading to a loss of our presently enjoyed amenities & privacy. Previously described as "angled slightly away", it is in fact only 4 degrees different from existing properties which is negligible. Other residents, particularly 29 Station Road, would be similarly affected.

b) A simple arc of distance reveals that the proposed property would be closer to our boundary than any of the other existing properties on that side which is unreasonable considering the existing properties are already rather close. The applicant, architect and planning office appear to have deliberately left our building out of any submitted plans as to include them would be at this applications detriment for anybody reviewing the plans.

2. Over-Development & Garden Grabbing.

a) The proposed building would make the area appear over-developed for the space available, with the tight access and small space it is like trying to fit a square peg in a round hole. Also this appears to be "garden-grabbing" a practice we believe is frowned upon by national planning guidelines as gardens are no longer considered as brownfield sites?

3. Pedestrian safety & loss of residential amenities. In relation to vehicle access & egress.

a) The parking bays are insufficient for the properties and make no allowance for visitors and deliveries, all of whom would no doubt park outside of the bays and block access for vehicles and pedestrians alike. The only alternative will be for vehicles to park on Station Road and/or the bend on Potters Drive and walk through, blocking those areas for existing pedestrians, road users and residents. This already happens a little for the properties adjacent to the footpath to the east of my property and therefore it will clearly increase. However the plans include removing one of the parking bays on Station Road which is unacceptable in this already tight and congested area where at least

half a dozen properties, including two new ones, on the corner of Station Road and Coast Road also have no parking space provision. The public amenities including the busy public house, shop and post office all need parking provision in order to survive and this development will be at their detriment and possible loss to the village.

b) The proposed plans rely on monopolising the existing access way for reversing and turning of vehicles with no allowance for pedestrian safety - for instance a pathway with safety barrier. The proposed plans also do not appear to allow sufficient space for reversing & turning a standard size vehicle? Parking, turning & reversing space should be constrained within the land that the developer owns. There is a real danger of vehicles attempting to reverse out into the busy Station Road. There is also no limit to the size of the vehicle that could be parked in these bays that will be attempting to reverse and turn. The tandem parking proposal may cause complete congestion if the blocked in car needs to leave and the other car has to move into the passageway for that to happen. There is simply not enough space for two cars to manoeuvre and turn at the same time and the tandem proposal is totally impractical. Initial plans may allow for provision of line of sight from the parking spaces to the pedestrian access to the north but that would not be enforceable over a period of time. If a new owner decided they wanted more privacy and planted a 6ft hedge then they could, no matter how unsafe.

c) The properties to the east of mine and to the north of the proposed development have a roadway for cars AND a pathway for pedestrians. Why should 10 yards further south be any different which is what this development proposes? The resident in the property directly to the north of the proposed development (81a Potters Drive) finds it necessary to reverse his car from Potters Drive, along the provided roadway so he can park in his driveway head out as there is insufficient room to turn. This is what will happen with the proposed development as the roadway is narrower, yet without a pathway for pedestrians it becomes extremely dangerous.

d) The developer has owned the existing cottages for many years and it is apparent from the state of the access way that he has made no attempt to maintain it. If this is developed and tarmac laid the developer has no further obligation to continue to maintain it and it will fall into the same disrepair. As we understand the land is not owned by anyone and the developer is unlikely to be able to claim adverse possession as it is a public footpath and right of way (20 plus years), shared by other householders and it has not been maintained by him. If this land is not owned who will be responsible should an accident occur (note b above). Who will indemnify the residents who use this amenity against the owners?

e) Further to pedestrian safety being a major factor; The access way is used by the entire village either side of Station Road, particularly cyclists and children. From the south: it gives access to the playing field and the foot & cycle paths to Gorleston; From the north: it gives access to the school, shops, pub, beach and the rest of the village. The plans proposed do not include a footpath with a safety barrier and these would be particularly necessary with any reversing & turning of vehicles. If the access way has tarmac laid then vehicles may

enter the access way at some speed into a blind corner and injury or fatality of a pedestrian or cyclist is likely. The access way is not wide enough to support a pathway with barrier together with a road for vehicles.

f) Clearly this access way is a major residential amenity and if this proposal went ahead the only safe thing to do would be to close it off completely to pedestrians, which is both unreasonable & unacceptable.

4. Design, Visual Impact & Effect on the character of the neighbourhood.

a) The design of the building appears to be completely out of character with the existing properties in design and construction.

b) All of the detached houses or blocks of houses on this estate have been very cleverly positioned and angled by the original designers. Buildings are set back or set forward to minimise overlooking and are angled sympathetically in parallel to the direction of the road in front of the property in such a way overlooking is also minimised. No such clever positioning or angling appears to have been applied in these plans and indeed the opposite is true - probably as there is insufficient room in the gardens of the cottages to do so. Therefore it will be out of character of the neighbourhood in both design and positioning.

5. Noise & disturbance.

a) If these plans are approved then the noise & disturbance of additional vehicles (residential or commercial) using the access way is something we currently don't have to endure.

b) If these plans are approved then the additional parking of vehicles (residential or commercial) on Station Road and/or the bend on Potters Drive will cause noise & disturbance we currently don't have to endure.

c) See note b below, but possibly it can not be considered as part of the objection?

6. Other

a) The fact that the monopolising of the public access way will affect the whole of the village with the loss of this major public amenity then this case should be discussed before a planning committee and discussed with the Parish Council Members before proceeding further.

b) We are under the impression that the noise & disturbance in any possible execution of these plans can not be considered as an objection. However the heavy machinery and vehicles needing access during the execution is an even more serious safety concern to pedestrians than when it is built. Further the noise & disturbance during execution of the proposal will affect my employment as I frequently work night shifts. We purposely chose this area to move to because it had clearly already been fully developed to avoid such noise & disturbance.

Regards,

M. In & Denise Collins

GREAT YARMOUTH BOROUGH COUNCIL

OFFICE OF APPLICATION FOR PLANNING PERMISSION

Town and Country Planning (Development Management Procedure)

5

NOTICE UNDER ARTICLE 15

Proposed development at:-

33 Station Road (R/O)

Wotton

GREAT YARMOUTH

NR31 9BH

Whereby give notice that:-

Mr W Howkins

2 Blofield Road

Wundall

WORWICH

CP13 5NN

Where applying to the Great Yarmouth Borough Council for planning permission to/for
the division of gardens to form plot for detached 2 bedroom house - revised application
Members of the public may inspect copies of

the application

at the office

of the Council

at the documents submitted with it

at the Planning and Development Department, Town Hall, Hall Plain, Great Yarmouth, during all
working hours until 14th November 2017

Where any person wishes to make representations about this application should write to the Council at
the Planning and Development Department by 14th November 2017 quoting the application reference

number. Any representations should be made in writing and in the event of an appeal against a refusal of planning permission it is to be dealt with on the basis of representations in writing, any representations
made orally will be sent to the Secretary of State, and there will be no further consideration of them at appeal stage.

Date: 29th October 2017

Mr W Howkins
22 Blofield Road
Brundall
NORWICH
NR13 5NN

is/are applying to the Great Yarmouth Borough Council for planning per
Sub-division of gardens to form plot for detached 2 bedroom house
Members of the public may inspect copies of

of applications

Great Yarmouth Borough Council

16 MAR 2018

Customer Services

Mr and Mrs R Watts
Station House
29, Station Road
Hopton on Sea
NR31 9BH
14th March 2018

PLANNING SERVICES, GT YARMOUTH BOROUGH COUNCIL
PLANNING APPLICATION 06/17/0654/F

Dear Sir/Madam

We have lived at 29 Station Road for over 40 years and have never seen the traffic as bad as it is now! House numbers 29 to 33 lie between 2 bus stops and the new location of the post office in Mc Colls. It is extremely busy all the time! Cars block our driveway making it impossible to get out of our drive; we have always driven forward onto the road, but indiscriminate parking still render this very difficult.

Our daughters came to visit at the weekend; my daughter commented that she had to sit in her car for several minutes before there was a space in the traffic to dare open a car door to get out, never mind her having elderly parents and needing to safely get us into the car! By again waiting ages for a break in the traffic!

The plans for the new house show 2 car parking spaces, however the existing 2 cottages have a garage each and at least a further 2 standing spaces, along with a turning area. They will then be reduced to 1 car parking space! Most families have 2 cars these days which will mean additional cars parked on Station Road! The current situation is that numbers 31 and 33 have been completely refurbished, these cottages are part of Hopton on Sea's history, and they have a new brick wall outside each which will need to be knocked down to be replaced with a car in their front garden! This will reduce their amenities.

There is adequate parking and turning areas where the garages now stand. But if the new house is erected, there will be major problems over parking, and should be borne in mind that this end of Hopton is very busy and it is felt that the development control committee should pay a site visit during business hours to see for themselves.

The position of the proposed house is within the curtilage of the existing 2 cottages and therefore there will be a reduction in their rear garden. This appears to be backland development. Planning Policy DCAN 8: Housing in Existing Urban Areas states that in appropriate circumstances there is a potential to integrate new residential development to produce a high quality residential environment provided a number of important design principles are followed. It states that backland development on a plot of less than 80m is unlikely to be acceptable. The total depth of the combined new house and existing cottage plots is less than this. In addition the proposed design does not overcome any concerns of overlooking. The addition of the proposed property will also impede on the density of the existing area and have a detrimental effect on the enjoyment of the existing properties.

Incidentally, the railway line and station were west of number 29, the station master's house. Also the Parish Council have superimposed a pedestrian link from Potter Drive to Station Road, this is quite busy. Do vehicles and pedestrians mix?

Yours Faithfully

Roy and Janet Watts

Great Yarmouth
Borough Council

16 MAR 2018

Deputy



Great Yarmouth Borough Council
- 7 NOV 2017
Customer Services

S
MR & MRS R. WATTS
29, STATION ROAD
HOPTON GT-YARMOUTH
NR31-9BH.

6th NOV 2017.

PLANNING - APPLICATION

06/17/0654/F

TO PLANNING SERVICES GT YARMOUTH BOROUGH COUNCIL

THE PROPOSED NEW HOUSE, WILL BE, TAKING AWAY
PRECIOUS, CAR PARKING GROUND, I.E, DRIVING IN,
ENOUGH ROOM, TO TURN CAR'S ROUND, STORING CAR'S.
AND BACK ENTRANCES, TO REAR GARDEN'S OF
NO. 31 AND 33 STATION RD, LEADING TO, TWO BRICK-GARAGE

OUR PRIVACY, WILL BE INVADED, BY THE NEW HOUSE,
OVERLOOKING THE WHOLE, OF OUR BACK GARDEN, AND
OUR BACK WINDOWS.

BUT WE FEEL, THAT THE TRAFFIC CONDITIONS AT THIS
END, OF STATION RD, REALLY NEEDS LOOKING AT. BY
THE PLANNING COMMITTEE. WE SUGGEST, A PROPER SITE
VISIT, TO ASSESS THE, SITUATION, AS MORE CAR'S
WILL ONLY, EXACERBATE THE PROBLEM.

THERE IS ALSO, AN ELECTRIC-CABLE, AND A WATER-PIPE
RUNNING, THE FULL LENGTH, OF THE DRIVE, AND
A PEDESTRIAN LINK, FROM POTTERS-DRIVE EST.
SUPERIMPOSED, OVER A VERY LONG, STANDING
VENICE, RIGHT OF WAY,
WHICH DATES BACK, TO CIRCA 1904

Yours faithfully

Internet Consultees

Application Reference **06/17/0654/F**

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey

Address 8 Sea View Rise

Hopton on Sea

Post Code

Tel

Email Address

For or Against **OBJ** Object

Speak at Committee

I strongly object to application 06/17/0654/F predominantly on safety grounds but also because the Application document itself and the supporting Design and Access Statement are misleading to those who are not familiar with the site.

This is the most congested and hazardous point in the village but the plan shows vehicular access to the front garden of 31 Station Road directly opposite the west-bound bus stop and a few metres from the east-bound bus stop. It is adjacent to the busy Post Office and shop which shall lose parking facilities due to the extended dropped kerb providing a crossover to the parking space at number 31. It will not be possible to turn a car in the garden so vehicles will either have to reverse in, impossible in daylight hours, or reverse out with limited visibility onto Station

Date Entered 04-11-2017

Internet Reference OWPC1302

Internet Consultees

Application Reference 06/17/0654/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey
Address 8 Sea View Rise
Hopton on Sea

Post Code LD24 0SE

Email

For or Against OBJ Object

Speak at Committee

Road avoiding the buses, parked cars and oncoming traffic much of which is rounding a blind bend.
It is highly likely that a car parked in the front garden shall sometimes encroach onto the public footpath forcing pedestrians, pushchairs and wheelchair users into a busy road with the same lack of visibility issues as stated above.
The Design and Access Statement is misleading stating that the previous application was "withdrawn due to an issue with the land ownership certificate with a driveway to the west of the site". The previous application, 06/17/0168/F, was in fact refused by DCC on 9th August 2017 for reasons other than this, none of which have been addressed by the new application. Similar applications have now already been refused twice by GYBC Planning.

Date Entered 04-11-2017

Internet Reference OWPC1302

Internet Consultees

Application Reference 06/17/0654.F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey

Address 8 Sea View Rise

Hopton on Sea

Post Code

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

Highways suggested conditions be attached which shall not be possible to satisfy without the ownership of the driveway being clarified. The said driveway is now encompassed within the site boundary for the current application. Presumably the applicant now has legitimate title to this land and may implement the recommendations from Highways. There are two issues arising from this. How will GYBC / Highways police the condition of ongoing maintenance, and shall access be denied to the owners of numbers 29, 31 and 33 Station Road together with the general access footpath to Potters Drive that was subject to multiple Affidavits through longevity of use several years ago? This may not be an issue expected to arise from the applicant in this instance but it may well become a legal problem with subsequent owners of the properties.

Date Entered 04-11-2017

Internet Reference OWPC1302

Internet Consultees

Application Reference 06/17/0654/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey

Address 8 Sea View Rise

Hopton on Sea

Post Code NR31 9SF

T

Email

For or Against OBJ Object

Speak at Committee

How will it be possible for Highways conditions SHC11V, maintaining the driveway width in perpetuity, and SHC 19, maintaining the visibility splay, be possible when the western boundary of the driveway, especially at the entrance where the visibility needs to be maximised, is bordered by a mature, high hedge owned by number 29 Station Road? This can only be achieved by giving written permission to relax these conditions in which case Planning will be contradicting itself and obviously does not consider road safety important as these conditions are recommended by Highways "in the interests of highway safety".
If this driveway is not owned by the applicant and it is merely being claimed in order to progress permission to build what right do they have to significantly modify it and will the legal owner become liable for its maintenance?

Date Entered 04-11-2017

Internet Reference OWPC1302

Internet Consultees

Application Reference 06/17/0654/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey

Address 8 Sea View Rise

Hopton on Sea

En

For or Against OBJ Object

Speak at Committee

This can only be achieved by giving written permission to relax these conditions in which case Planning will be contradicting itself and obviously does not consider road safety important as these conditions are recommended by Highways "in the interests of highway safety".
If this driveway is not owned by the applicant and it is merely being claimed in order to progress permission to build what right do they have to significantly modify it and will the legal owner become liable for its maintenance?
The actual house design has evolved through the revisions of planning applications and I feel this in keeping with the general area but it is unfortunate that the required vehicle parking and access are untenable at this site in the village. I cannot therefore see this as an acceptable development.

Date Entered 04-11-2017

Internet Reference OWPC1302

Reference: 06/17/0781/F

Parish: Gorleston

Officer: Mr G Clarke

Expiry Date: 06-04-2018

Applicant: Mr P Green

Proposal: Residential development of 6 dwelling houses

Site: Land at Church Road
Gorleston

REPORT

1 Background / History :-

- 1.1 The application site is an area of land and buildings on the north eastern side of Church Road. The site has an authorised use as a lorry depot and repair yard but has not been used as such for a number of years. The site has a frontage to Church Road with residential uses adjoining the remaining boundaries of the land. There are terraced houses on Garnham Road to the south and bungalows and sheltered housing on Addison Road to the north and east. There is a terrace of three houses facing Church Road (no's. 7 to 9) to the north west with another terrace of three houses on Victoria Place to the rear of 7 to 9 Church Road.
- 1.2 The application as originally submitted was for the removal of the existing buildings on the site and the erection of seven dwellings. This was to consist of a terrace of four houses along the Church Road frontage and a terrace of three two-storey houses on the land at the rear with off-road parking served by a single point of access off Church Road. The occupiers of two of the houses on Garnham Road objected to this proposal on the grounds that the terrace at the rear of the site would be overbearing and would overlook their property and they also raised some concerns about parking and access. The occupiers of 1 Victoria Place said that they had no objection to the houses but had concerns about site levels, future maintenance, nesting birds and possible asbestos roofs to the existing buildings on the application site. Following receipt of these comments, the development at the rear of the site was amended to two detached bungalows with rooms in the roof space, the proposed development along the road frontage remains the same as the original application, so the number of dwellings has been reduced to six. The vehicular access is in the same location leading to 12 off-road parking spaces.

2 Consultations :-

- 2.1 Highways – no objection subject to conditions regarding access and parking.
- 2.2 Norfolk Fire & Rescue Service – no 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.
- 2.3 Historic Environment Officer - The proposed development site lies within the precinct of an Augustinian Friary. The Friary was founded in the 13th century and dissolved in 1538. Human skeletons have been found here since the 18th century and excavations have revealed the presence of structures on the site. Remains of the friary buildings have also been incorporated into buildings to the north and south of Burnt Lane. Consequently there is potential that heritage assets with archaeological interest (buried archaeological remains) will be present at the site and that their significance will be adversely affected by the proposed development.

If planning permission is granted, we therefore ask that this be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework para. 141.

- 2.4 Environmental Health - does not object to the grant of consent for the application subject to advice regarding asbestos, burials, surface water drainage and conditions requiring the submission of a Phase 1 contamination report to consider the previous potentially contaminative land uses and whether Phase 2 intrusive investigations are required and reporting of any contamination found during construction.
- 2.5 Neighbours – the occupiers of the dwellings on Garnham Road had no objections to the revised scheme. The occupier of 196 Church Road is happy with the land being redeveloped as it looks rough but wants the parking arrangements to be firm i.e. two spaces per house and no three storeys overlooking his property and asks whether there are any traffic calming measures proposed. The occupiers of 1 Victoria Place have objected to the revised proposal on the grounds of overlooking and loss of light although they had no objections to the original layout.

3 Policy :-

GREAT YARMOUTH LOCAL PLAN: CORE STRATEGY

3.1 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

3.2 POLICY CS2 – 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.

SAVED POLICY FROM THE GREAT YARMOUTH BOROUGH-WIDE LOCAL PLAN

3.3 POLICY HOU7

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.

(Objective: To ensure an adequate supply of appropriately located housing land whilst safeguarding the character and form of settlements.)

* ie. developments generally comprising not more than 10 dwellings.

4 Assessment :-

- 4.1 The development, as revised, will provide a terrace of four two-storey houses along the Church Road frontage (plots 3 to 6) and two detached dwellings at the rear (plots 1 & 2). The houses will each have a living room, kitchen/dining room and WC on the ground floor with three bedrooms and a bathroom on the first floor. The terrace will be set back from the front boundary by 1 metre and each property will have a rear garden of similar or larger size than the nearby dwellings. The two dwellings at the rear (plots 1 & 2) will be aligned in a roughly east/west direction with their front elevations facing the parking area and the rear gardens of the houses on Garnham Road. These dwellings will have the external appearance of being bungalows but internally they will have a living room, kitchen/dining room, bathroom and two bedrooms on the ground floor with a bedroom and en-suite in the roof space. There will be one roof window in the front elevation giving light to the stairwell and three roof windows in the rear elevation, two to the bedroom and one to the en-suite. These two plots will also have rear gardens of a size that is comparable with the surrounding development.
- 4.2 The vehicular access will use the existing access point at the southern end of the site, this will lead to a parking and turning area between the front gardens of plots 1 & 2 and the rear boundaries of the houses on Garnham Road. The parking area will provide 12 spaces which complies with the parking standard of two spaces per dwelling.
- 4.3 The only objection to the revised proposal is from the occupier of no. 1 Victoria Place, which is one of the terrace of three houses at the rear of the existing houses on Church Road. The objections are on the grounds of overlooking and loss of light from the houses on plots 3 to 6. There will be first floor windows to the rear of the proposed dwellings that will overlook Victoria Place but this is an urban area where there is already a degree of overlooking so a development of this nature would not be out of place in the context of the surrounding development. The new houses will be to the south-west of Victoria Place and will cause some overshadowing when the sun is low in the sky but there is a space between the frontage development and the two plots at the rear so the existing houses will not be surrounded by buildings and the existing houses will not be overshadowed for the entire day.
- 4.4 The site has an existing use as a lorry depot and repair yard and, although it has not been used for this purpose for some time, it could reopen at any time without the need for planning permission. Taking into account the existing use it is considered that the benefits of the development in removing a potentially noisy and anti-social use from a residential area and replacing it with housing outweigh any potential adverse effects on the existing dwellings and the recommendation is to approve.
- 4.5 The National Planning Policy Framework constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications. At the heart of the National Planning Policy Framework is a presumption in favour of

sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Paragraph 14 states that for decision-taking this means: approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted

- 4.6 An important factor when determining applications is whether a Local Authority has the ability to demonstrate a 5 year housing land supply. Paragraph 49 of the National Planning Policy Framework reinforces that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. If a local planning authority cannot show that they are meeting this requirement, their policies with regards to residential development will be considered to be "out of date". As an authority we would then be significantly less able to resist all but the most inappropriate housing development in the area without the risk that the decision would be overturned at appeal under the presumption in favour of sustainable development, as set out in the National Planning Policy Framework.
- 4.7 As the Local Planning Authority we cannot demonstrate a five year housing land supply. As at 1st April 2017 the Borough has a 4.13 year supply of housing land. As set out above the assumption is that, in the absence of a 5 year housing land supply planning policies relating to housing can be deemed out of date and the balance is tilted towards sustainable development. There is no significant nor demonstrable harm that would outweigh the need to supply housing in a sustainable location and as such the application is in accordance with current National Planning Policy.

5 RECOMMENDATION :-

- 5.1 Approve – the proposal complies with the aims of Policies CS1 and CS2 of the Great Yarmouth Local Plan: Core Strategy and saved Policy HOU7 of the Great Yarmouth Borough-Wide Local Plan.
- 5.2 Approval should be subject to conditions removing permitted development rights for extensions and dormer windows, submission of details of boundary treatments and the conditions requested by Highways, Environmental health and the Historic Environment Officer.

ACK 6/3/18

S

Great Yarmouth
Borough Council

06 MAR 2018

Planning
Department

1 VICTORIA PLACE

CHURCH ROAD

GORLESTON

NR316PA

5/3/2018

DEAR SIR

(AMENDED) PLAN.

Objection to planning application 06/17/0781/F

THE PLOTS 1 AND 2 THE RIDGE HEIGHT HAS BEEN LOWERED.

WE WOULD LIKE THE RIDGE HEIGHT LOWERED ON PLOTS 4/5/6.

OUR SMALL GARDEN AT 1 VICTORIA PLACE WILL BE OVERLOOKED, THIS WILL MEAN NO PRIVACY WHICH WE HAVE ENJOYED FOR FORTY YEARS, PLUS BLOCKING THE SUN FROM THE SOUTH WEST ASPECT. TO MAKE IT FAIR TO US, IF THE RIDGE HEIGHT HAS BEEN LOWERED FOR GARNHAM ROAD RESIDENTS IT NEEDS LOWERING ON PLOTS 4/5/6 FOR US.

ACCESS NEEDED TO MAINTAIN THE SHED IN OUR GARDEN NEXT TO PLOT 3.

THE ROOF ON THE NORTH SIDE OF THE SITE COULD BE ASBESTOS SHEETING, WE WOULD LIKE ASSURANCE IT IS CHECKED WITH REGARD TO HEALTH AND SAFETY.

THE BIRDS ARE NOW NESTING IN THE IVY ABOVE THE WORKSHOP ROOF, TO DISTURB THEM NOW WOULD BE AGAINST THE WILDLIFE AND COUNTRYSIDE ACT. THEY CANNOT BE DISTURBED UNTILL LATE AUGUST AT THE EARLIEST.

IN OUR GARDEN THERE IS A RAISED FLOWER BED AT THE END. THE GARDEN IS HIGHER THAN THE PROPOSED SITE BY 2-3 FEET. WHEN THE STABLE WALL IS TAKEN DOWN THE RUBBLE AND BRICKS COULD FALL ON OUR FLOWER BED THEREBY SPOILING ALL OUR EFFORTS TO MAKE IT LOOK NICE. A RETAINING STRUCTURE/WALL WOULD BE NEEDED TO STOP THE SOIL FALLING INTO THE BUILDING SITE.

MR A HALIFAX.

[REDACTED]

Application Reference 06/17/0781/F

Attachments

ACK 22/12/17

S

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Andrew Bird

Address 196

Church Road

Gorleston

Norfolk

Post Code NR31 6NU

Telephone [REDACTED]

Email Address [REDACTED]

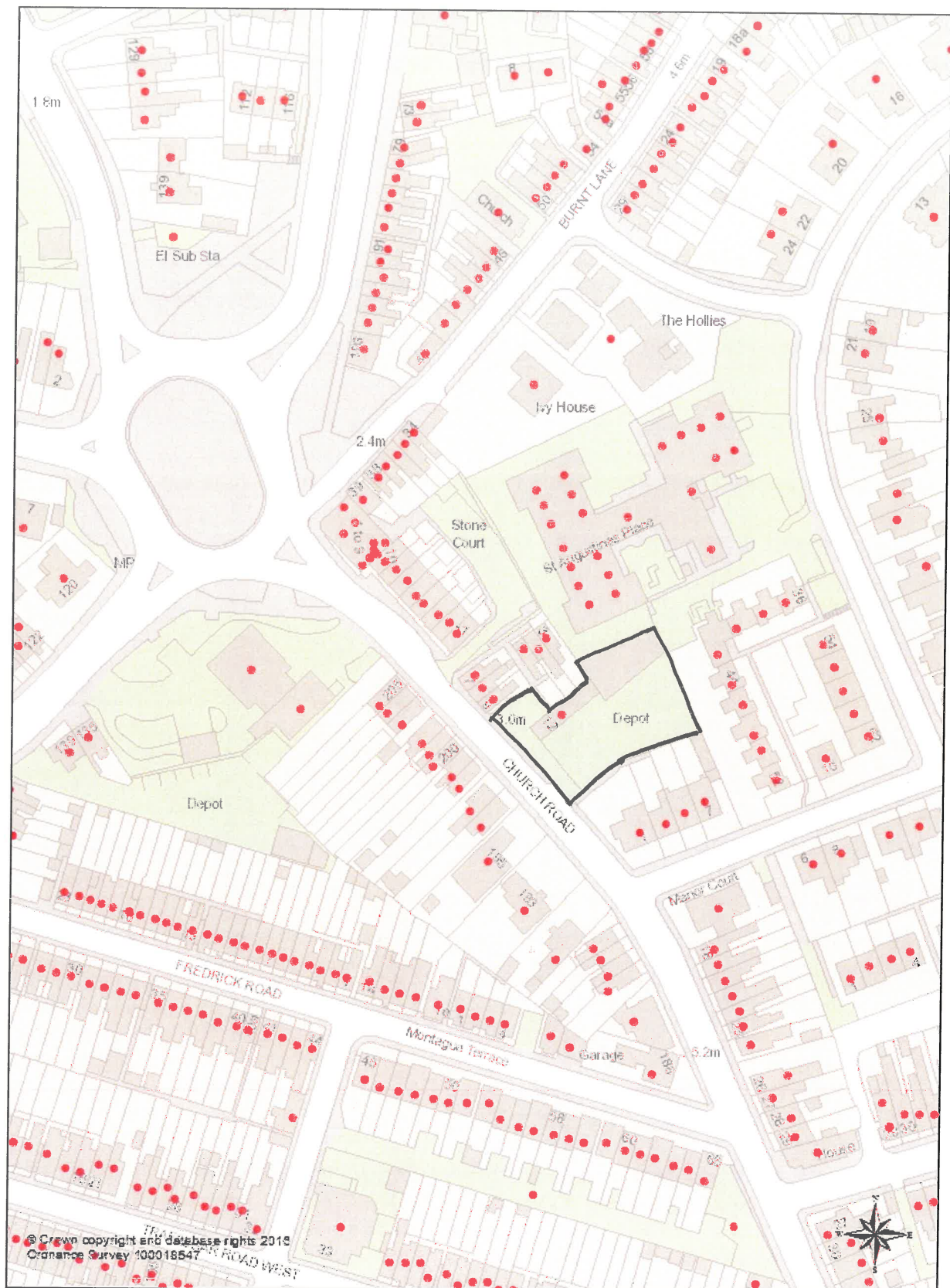
For or Against NOS Subject to Condition

Speak at Committee

I just wanted to state I live across the road and while i am happy the land is being re-developed as it looks rough, i want the parking arrangements to be firm, i.e. two spaces minimum per house and no three stories over looking my property. Church road is a very busy and the new entrance is on a bend are there any traffic calming measures proposed?

Date Entered 21-12-2017

Internet Reference OWPC1351



Great Yarmouth Borough Council

Town Hall, Hall Plain, Great Yarmouth, NR30 2QF

Mapping Browser Export

1:1.250

PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/18/0052/F**
 PARISH Belton & Browston 10
 PROPOSAL Demolition of garage and erection of annexe

SITE 69 Station Road South Belton
 GREAT YARMOUTH NR31 9AA
 APPLICANT Mr & Mrs C & S Stebbings
 DECISION **APPROVE**

REFERENCE **06/18/0036/F**
 PARISH Bradwell S 2
 PROPOSAL Construction of 2 no detached chalet bungalows

SITE 49 Beccles Road Bradwell
 GREAT YARMOUTH NR31 0PS
 APPLICANT Mr G Bristo
 DECISION **APPROVE**

REFERENCE **06/18/0073/F**
 PARISH Bradwell S 2
 PROPOSAL Proposed 1 bedroom bungalow

SITE 137 Beccles Road (adj) Storage Shed & Yard Bradwell
 GREAT YARMOUTH NR31 8PP
 APPLICANT L11 Estates
 DECISION **REFUSED**

REFERENCE **06/18/0011/F**
 PARISH Burgh Castle 10
 PROPOSAL Conversion of outbuilding to annex. Extension to main house to form garage with accommodation over
 SITE The Old Farm Marsh Lane Burgh Castle
 GREAT YARMOUTH NR31 9QH
 APPLICANT Mr D Buckworth
 DECISION **APPROVE**

REFERENCE **06/18/0089/F**
 PARISH Caister On Sea 3
 PROPOSAL Construction of a single storey rear extension

SITE 15 Cromarty Way Caister
 GREAT YARMOUTH NR30 5UG
 APPLICANT Mr & Mrs D Bullimore
 DECISION **APPROVE**

PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/17/0577/F**
 PARISH Caister On Sea 4
 PROPOSAL Proposed single storey extension

SITE 5 Kingston Avenue Caister
 GREAT YARMOUTH NR30 5ET

APPLICANT Mrs A Hacon
 DECISION **APPROVE**

REFERENCE **06/17/0768/F**
 PARISH Caister On Sea 4
 PROPOSAL Proposed insertion of bi-fold doors and alterations

SITE The Green Gate Public House High Street Caister
 GREAT YARMOUTH NR30 5EL

APPLICANT Architect Ltd
 DECISION **APPROVE**

REFERENCE **06/18/0059/F**
 PARISH Caister On Sea 4
 PROPOSAL Proposed new 2 bed house

SITE 5 Cooper Close Caister
 GREAT YARMOUTH NR30 5EN

APPLICANT Mr M Phillips
 DECISION **REFUSED**

REFERENCE **06/18/0065/F**
 PARISH Caister On Sea 4
 PROPOSAL Change extg garage. Knock down parapits on front /rear.Remove flat roof & replace - rafters & tiles,2 garage drs, 2 bk drs

SITE 95 Salisbury Road GREAT YARMOUTH
 Norfolk NR30 4LS

APPLICANT Mrs L Morris
 DECISION **APPROVE**

REFERENCE **06/18/0075/F**
 PARISH Caister On Sea 4
 PROPOSAL First floor rear extension

SITE Clay Road Nett House Caister
 GREAT YARMOUTH NR30 5HB

APPLICANT Ms T Reilly
 DECISION **APPROVE**

REFERENCE **06/16/0491/F**
 PARISH Filby 6
 PROPOSAL Proposed conversion of barn to residential dwelling

SITE Grange Farm Barn Main Road Filby
 GREAT YARMOUTH NR29 3HS

APPLICANT Mr J Clarke
 DECISION **APPROVE**

PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/16/0492/LB**
 PARISH Filby 6
 PROPOSAL Proposed conversion of barn to residential dwelling

SITE Grange Farm Barn Main Road Filby
 GREAT YARMOUTH NR29 3HS

APPLICANT Mr J Clarke
 DECISION **LIST.BLD.APP**

REFERENCE **06/17/0772/D**
 PARISH Filby 6
 PROPOSAL Erection of three dwellings

SITE Philmar Lodge (Land to north of) Ormesby Lane Filby
 GREAT YARMOUTH NR29 3HX

APPLICANT Mr R Gurney
 DECISION **APP. DETAILS**

REFERENCE **06/17/0786/O**
 PARISH Filby 6
 PROPOSAL Proposed single dwelling house

SITE The Orangery Main Road
 Filby GREAT YARMOUTH

APPLICANT Dr M Rumble
 DECISION **APPROVE**

REFERENCE **06/18/0029/F**
 PARISH Great Yarmouth 5
 PROPOSAL Construction of a 3 bedroom bungalow with integral garage

SITE 7 and 12 Cotoneaster Court (land between) Gorleston
 GREAT YARMOUTH NR31 8EH

APPLICANT Mr Ball, Hollowdale Homes
 DECISION **REFUSED**

REFERENCE **06/18/0040/D**
 PARISH Great Yarmouth 5
 PROPOSAL Approval of reserved matters for units 6, 7 & 8 - approved under Planning Permission 06/14/0529/O

SITE Townlands Business Park Harfreys Road
 Harfreys Industrial Estate GREAT YARMOUTH

APPLICANT Mr I Peters
 DECISION **APP. DETAILS**

REFERENCE **06/18/0048/F**
 PARISH Great Yarmouth 5
 PROPOSAL Proposed side and rear extensions including first floor accommodation

SITE 75 Burgh Road Gorleston
 GREAT YARMOUTH NR31 8BD

APPLICANT Mr G Perry
 DECISION **APPROVE**

PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE	06/18/0051/F
PARISH	Great Yarmouth 5
PROPOSAL	First floor rear extension
SITE	56 Burnt Lane Gorleston GREAT YARMOUTH NR31 0PG
APPLICANT	Mr G Shimi
DECISION	APPROVE
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REFERENCE	06/18/0062/F
PARISH	Great Yarmouth 7
PROPOSAL	Single storey front and rear extensions
SITE	39 Mariners Compass Gorleston GREAT YARMOUTH NR31 6TS
APPLICANT	Ms C Epps
DECISION	APPROVE
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REFERENCE	06/18/0080/F
PARISH	Great Yarmouth 7
PROPOSAL	Proposed 2 storey front extension
SITE	4 Bately Avenue Gorleston GREAT YARMOUTH NR31 6HJ
APPLICANT	Mr T Philpott
DECISION	APPROVE
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REFERENCE	06/18/0032/F
PARISH	Great Yarmouth 9
PROPOSAL	Division of house into two dwellinghouses
SITE	251 Southtown Road GREAT YARMOUTH Norfolk NR31 0JJ
APPLICANT	Ms J Milik
DECISION	APPROVE
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REFERENCE	06/18/0023/F
PARISH	Great Yarmouth 11
PROPOSAL	Extension to two front dormers with two storey pitched roof infill between. Two storey rear extension
SITE	1 Bridgford Close Gorleston GREAT YARMOUTH NR31 6SF
APPLICANT	Mrs Verma
DECISION	APPROVE
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REFERENCE	06/17/0752/CD
PARISH	Great Yarmouth 14
PROPOSAL	Discharge of Condition 4 of planning permission 06/17/0268 /F
SITE	60-65 Deneside GREAT YARMOUTH Norfolk NR30 2HL
APPLICANT	Mr S Daniels
DECISION	APPROVE (CONDITIONS)
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PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE	06/17/0761/F
PARISH	Great Yarmouth 14
PROPOSAL	Conversion of existing dwelling to form 4 no maisonettes and construction of a detached house
SITE	18 Lancaster Road GREAT YARMOUTH Norfolk NR30 2NN
APPLICANT	Mr K Pantazis
DECISION	APPROVE
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REFERENCE	06/18/0053/F
PARISH	Great Yarmouth 14
PROPOSAL	CoU and conversion of first and second floor storage areas to create 1x one bedroom and 1 1 x studio residential unit
SITE	176 King Street GREAT YARMOUTH Norfolk NR30 2NY
APPLICANT	Elgon (Enfield) Ltd
DECISION	APPROVE
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REFERENCE	06/17/0774/CU
PARISH	Great Yarmouth 15
PROPOSAL	Change of use from holiday accommodation to private dwelling
SITE	61 Wellesley Road Beach View Hotel (Formerly) GREAT YARMOUTH NR30 1EX
APPLICANT	Abbeville RCH
DECISION	APPROVE
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REFERENCE	06/18/0003/CU
PARISH	Great Yarmouth 15
PROPOSAL	Retrospective application for change of use from residential to spa
SITE	Howard Street North Eureka GREAT YARMOUTH NR30 1PF
APPLICANT	Mrs O Jermy
DECISION	APPROVE
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REFERENCE	06/18/0112/CD
PARISH	Great Yarmouth 15
PROPOSAL	DoC 3 of PP 06/16/0804/F - CoU of ground floor to class A1,A3,A4 & A5. Create 3 self contained flats to upper floor
SITE	44 Market Place GREAT YARMOUTH Norfolk NR30 2BA
APPLICANT	Mr D Taylor
DECISION	APPROVE (CONDITIONS)
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REFERENCE	06/18/0045/PDC
PARISH	Great Yarmouth 19
PROPOSAL	Details of Prior Approval - Conversion of existing offices to form 2 self-contained flats
SITE	97-98 High Street Gorleston GREAT YARMOUTH NR31 6RF
APPLICANT	Mirage Services Inc.
DECISION	PERMITTED DEV.
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PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE PARISH PROPOSAL	06/17/0662/F Great Yarmouth 21 Proposed new 2 storey dwelling
SITE	8 and 9 Fisher Avenue (Rear of) GREAT YARMOUTH Norfolk NR30 4BD
APPLICANT DECISION	Mr A Calver APPROVE
REFERENCE PARISH PROPOSAL	06/18/0101/F Great Yarmouth 21 Proposed replacement of existing perimeter fence and proposed new driveway entrance
SITE	2 Blake Road GREAT YARMOUTH Norfolk NR30 4LT
APPLICANT DECISION	Mr G Bailey APPROVE
REFERENCE PARISH PROPOSAL	06/18/0028/F Hemsby 8 Proposed first floor extension to rear of existing semi- detached residential dwelling
SITE	14 Mill Road Hemsby GREAT YARMOUTH NR29 4ND
APPLICANT DECISION	Mr and Mrs S James APPROVE
REFERENCE PARISH PROPOSAL	06/18/0088/F Hemsby 8 Construction of detached annexe in the garden ancillary to the enjoyment of the occupiers
SITE	Lesanhil 14 Ormesby Road Hemsby GREAT YARMOUTH NR29 4LA
APPLICANT DECISION	Mr and Mrs Dickerson APPROVE
REFERENCE PARISH PROPOSAL	06/18/0097/F Hemsby 8 Variation of condition 2 of Planning Permission consent 06/16/0369/F - to amend the approved plan
SITE	1A Mill Road Hemsby GREAT YARMOUTH NR29 4ND
APPLICANT DECISION	Mr A Beck APPROVE
REFERENCE PARISH PROPOSAL	06/18/0098/CD Hemsby 8 Discharge of conditions 7 and 9 of PP 06/16/0369/F - construct detached bungalow with attached garage
SITE	1A Mill Road Hemsby GREAT YARMOUTH NR29 4ND
APPLICANT DECISION	Mr A Beck APPROVE (CONDITIONS)

PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/18/0116/PDE**
 PARISH Hemsby 8
 PROPOSAL Demolish existing conservatory and replace with new conservatory
 SITE Merrimoles Fakes Road Hemsby
 GREAT YARMOUTH NR29 4JL
 APPLICANT Mr R Watson
 DECISION **REFUSED**

REFERENCE **06/17/0775/F**
 PARISH Hopton On Sea 2
 PROPOSAL Proposed loft conversion with side dormer roof extension
 SITE 54 Old Church Road Hopton
 GREAT YARMOUTH NR31 9BZ
 APPLICANT Mr P Smith
 DECISION **APPROVE**

REFERENCE **06/18/0027/F**
 PARISH Hopton On Sea 2
 PROPOSAL Proposed new residential dwelling (passive house) and garage at land adjacent White House Farm
 SITE White House Farm (land adj) Hall Road Hopton
 GREAT YARMOUTH NR31 9AX
 APPLICANT Mr I Everson
 DECISION **REFUSED**

REFERENCE **06/18/0044/F**
 PARISH Hopton On Sea 2
 PROPOSAL Demolition of extg bungalow, erection of a replacement agricultural workers dwelling and detached double garage
 SITE Farmhouse Home Farm Lowestoft Road Hopton
 GREAT YARMOUTH Norfolk
 APPLICANT SCC Corporate Property
 DECISION **APPROVE**

REFERENCE **06/18/0086/F**
 PARISH Hopton On Sea 2
 PROPOSAL Proposed shower room extension
 SITE 2A Station Road Hopton
 GREAT YARMOUTH NR31 9BE
 APPLICANT Mr & Mrs Baker
 DECISION **APPROVE**

REFERENCE **06/18/0041/F**
 PARISH Martham 13
 PROPOSAL Proposed new dwelling
 SITE 2 & 4 Damgate Back Lane (adj) Martham
 GREAT YARMOUTH NR29 4QB
 APPLICANT Mr J Moyle
 DECISION **APPROVE**

PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE	06/18/0042/F
PARISH	Martham 13
PROPOSAL	Conversion of former warehouse to 2 no flats
SITE	11A The Green Martham GREAT YARMOUTH NR29 4PL
APPLICANT	Mr M Johnson and Mr P Punchard
DECISION	REFUSED
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REFERENCE	06/18/0056/CU
PARISH	Ormesby St.Marg 16
PROPOSAL	Change of use to house in mutiple occupation
SITE	41 California Crescent California Scratby GREAT YARMOUTH NR29 3QP
APPLICANT	Mr & Mrs Nichols
DECISION	REFUSED
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REFERENCE	06/18/0060/F
PARISH	Ormesby St.Marg 16
PROPOSAL	Extend first floor dormers of previously approved application 06/17/0407/F
SITE	5 Gannet Road Scratby GREAT YARMOUTH NR29 3NT
APPLICANT	Miss D Bennett
DECISION	APPROVE
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REFERENCE	06/18/0094/F
PARISH	Ormesby St.Marg 16
PROPOSAL	Proposed single storey side extension
SITE	47 Beach Drive Scratby GREAT YARMOUTH NR29 3NP
APPLICANT	Mr & Mrs Larkin
DECISION	APPROVE
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REFERENCE	06/18/0058/PU
PARISH	Repps 13
PROPOSAL	Application for certificate of lawfulness for proposed use - to demolish extg conservatory and replace with garden room
SITE	15 Grove Road Repps With Bastwick GREAT YARMOUTH NR29 5JL
APPLICANT	Mr & Mrs R Carter
DECISION	EST/LAW USE CER.
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REFERENCE	06/18/0077/F
PARISH	Repps 13
PROPOSAL	The retention of an Automated Teller Machine
SITE	Repps Garage Services High Road Repps with Bastwick GREAT YARMOUTH NR29 5JH
APPLICANT	Cardtronics UK LTD
DECISION	APPROVE
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PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE	06/18/0078/A
PARISH	Repps 13
PROPOSAL	The retention of an Automated Teller Machine and illuminated sign
SITE	Repps Garage Services High Road Repps with Bastwick GREAT YARMOUTH NR29 5JH
APPLICANT	Cardtronics UK LTD
DECISION	ADV. CONSENT

REFERENCE	06/18/0081/CD
PARISH	Winterton 8
PROPOSAL	DoC10 of Planning Permission consent 06/15/0061/F - convert Net House to residential dwelling inc. extension
SITE	22 Bulmer Lane Old Net House Winterton GREAT YARMOUTH NR29 4AF
APPLICANT	Mr J Clark
DECISION	APPROVE (CONDITIONS)

* * * * End of Report * * * *

**PLANNING APPLICATIONS CLEARED BETWEEN 27-FEB-18 AND 27-MAR-18 FOLLOWING
DETERMINATION BY THE DEVELOPMENT CONTROL COMMITTEE**

REFERENCE **06/17/0771/O**
PARISH Filby 6
PROPOSAL Construction of 3 no. 3 bedroom detached houses

SITE 4 York Villa Close (Land adj) Thrigby Road Filby
GREAT YARMOUTH NR29 3JN
APPLICANT Mr J De Jean
DECISION **APPROVE**

REFERENCE **06/17/0777/F**
PARISH Fleggburgh 6
PROPOSAL Sub-division of site - erection of 2 dwellings

SITE White Gates Main Road Fleggburgh
GREAT YARMOUTH NR29 3AG
APPLICANT Mr D Parkinson
DECISION **APPROVE**

REFERENCE **06/17/0778/O**
PARISH West Caister 4
PROPOSAL Demolition of existing agricultural building and
construction of one new dwelling on footprint
SITE Corner Farm West Road West End West Caister
GREAT YARMOUTH NR30 5ST
APPLICANT Mrs S Farnese
DECISION **APPROVE**

* * * * End of Report * * * *