



GREAT YARMOUTH
BOROUGH COUNCIL

Development Control Committee

Date: Tuesday, 15 October 2013

Time: 18:30

Venue: Council Chamber

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

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.

AGENDA

DECLARATIONS OF INTEREST

You have a PERSONAL INTEREST in a matter being discussed at a meeting IF

- It relates to something on your Register of Interests form; or
- A decision on it would affect you, your family or friends more than other people in your Ward.

You have a PREJUDICIAL INTEREST in a matter being discussed at a meeting IF

- It affects your financial position or that of your family or friends more than other people in your Ward; or
- It concerns a planning or licensing application you or they have submitted
- AND IN EITHER CASE a reasonable member of the public would consider it to be so significant that you could not reach an unbiased decision.

If your interest is only PERSONAL, you must declare it but can still speak and vote. If your interest is PREJUDICIAL, you must leave the room. However, you have the same rights as a member of the public to address the meeting before leaving.

- | | | |
|------------|---|----------------|
| 1 | <u>Minutes</u> | 5 - 8 |
| | To confirm the minutes of the meeting held on 17 September 2013. | |
| 2 | <u>Public Consultation</u> | 9 - 9 |
| | Members are reminded that at the beginning of the meeting those applicants who have requested to address the Committee on their application, and with the approval of the Chairman, will be allowed to do so in accordance with the agreed procedure a copy of which is attached. This session will last for 30 minutes only. | |
| 3 | <u>Planning Applications</u> | |
| | To consider the Planning Group Manager's schedule of planning applications as follows: | |
| (a) | <u>Application No. 06-13-0025-F - Beacon Park (land at) Beaufort Way, Gorleston (Sainsbury's)</u> | 10 - 56 |
| | Erection of foodstore, 4 no retail units, petrol filling station and car wash with associated car parking, landscaping, access and highway works to form Beacon Park Neighbourhood Centre. | |

- (b) **Application No. 06-13-0469-F - 1 Coastguard Cottages, Caister** **57 - 88**
 Replace existing garden and decking with three storey 3 bedroom dwelling.
- (c) **Application No. 06-13-0274-F - Back Lane-Hemsby Road, Martham** **89 - 116**
 Resubmission of change of use from employment land to residential and the development of 3 no. 4 bedroom "barn style" dwellings.
- (d) **Application No. 06-13-0413-F - Lidl Foodstore, Pasteur Road, Great Yarmouth** **117 - 137**
 Provision of a left turn egress onto Pasteur Road from the Lidl Car Park.
- (e) **Application No. 06-13-0447-SU - Land North of Marina Centre, Great Yarmouth** **138 - 172**
 Change of use of hard and soft landscaped areas to car parking and alterations including new replacement ice cream parlour.
- (f) **Application No. 06-13-0439-SU - Oxford & Brasenose Avenue, Gorleston** **173 - 180**
 Use of communal grass areas for communal parking areas.
- 4 Planning Applications Cleared in September 2013** **181 - 189**
 To note the planning applications cleared in September 2013 by the Planning Group Manager and the Development Control Committee.
- 5 Ombudsman and Appeal Decisions**
 To note that there are no Ombudsman decisions to report, however, the following Appeal decisions have been received:
 APP/U2615/C/13/219648 (Appeal A) - Land at Hall Farm, Hall Road, Martham
 Appeal dismissed and the enforcement notice is upheld with corrections.
 APP/U2615/A/13/2194611 (Appeal B) - Land at Hall Farm, Hall Road, Martham
 Appeal dismissed.
- 6 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.

7 Exclusion of the 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 involves the likely disclosure of exempt information as defined in paragraph(s)..... Part 1 of Schedule 12(a) of the said Act."

Development Control Committee

Minutes

Tuesday, 17 September 2013 at 18:30

Attendees:

Mr George Jermany (Member), Mr Charles Reynolds (Member), Mr Jim Shrimplin (Member), Mr David Thompson (Member), Mr Anthony Blyth (Vice Chairman), Mr Michael Castle (Chairman), Mrs Marlene Fairhead (Member), Ms Marie Field (Member), Mr Charles Marsden (Member), Mrs Kerry Robinson-Payne (Member)

Apologies for Absence:

Mr Bert Collins (Member), Mr Barry Cuncliffe (Member), Mr John Holmes (Member)

Absent:

No Members Absent

Also in attendance at the above meeting were:

Councillor Linden attended as Ward Councillor for items 3(a) and (b) and Councillor Jeal also attended.

Mr D Minns (Planning Group Manager), Miss J Smith (Technical Officer) and Miss S Davis (Senior Member Services Officer).

1 Minutes

The minutes of the meeting held on 22 August 2013 were confirmed.

2 Public Consultation

There were no applications discussed during the public consultation item.

3 Planning Applications - Applications List

The Committee considered the Planning Group Manager's schedule of planning applications as follows:

(a) Application No. 06-13-0413-F - Lidl Foodstore, Pasteur Road, Great Yarmouth

The Committee considered an application to provide a left turn egress onto Pasteur Road from the Lidl Car Park. The Group Manager stated that the applicant had submitted further representations regarding vehicular movement figures but, unfortunately, the Highways Authority had not yet had the opportunity to respond to that representation. He suggested, therefore, that the application be deferred until a response was received. It was clarified that the applicant was happy for the item to be deferred.

RESOLVED:

That Application No. 06/13/0413/F be deferred pending the Highways Authority's comments regarding the applicant's additional representation on the number of vehicle movements in and out of the site.

Councillor Castle declared a personal interest in the above item on the grounds that he was also a Norfolk County Councillor who were a statutory consultee on the application, but in accordance with the Members' Code of Conduct he was allowed to speak and vote.

(b) Application No. 06-13-0422-F - Lidl Foodstore, Pasteur Road, Great Yarmouth

The Committee received details of the application to vary Condition 4 of Planning Permission 06/04/0317/F to permit deliveries on Sundays and Bank Holidays during the hours 8am to 6pm. It was noted that, despite the plan showing an accoustic fence, no details had been provided. Members were reminded that an application to vary the hours had been refused in 2007. The Group Manager drew attention to the Environmental Health Manager's comments indicating that, whilst they had not objected because they had not received any complaints, this did not mean that complaints had not been received by the Planning Department regarding lorries arriving too early and waiting on roads with their engines on. The applicant had tried to address this point and keep noise to a minimum by setting down some controls for their deliveries. The point was made, however, that it was difficult to control how drivers would deliver their goods as Environmental Health only had control over them whilst they were on site and not whilst they were parked on roads. The Highways Authority had no objection as they had agreed that the access was suitable as part of the original application. The Manager recommended refusal until the applicant demonstrated that it would be able to mitigate the impact of Sunday and Bank Holiday deliveries on residents. He clarified that there had been no material changes since the previous application to vary the condition had been refused, however, complaints had been received from residents regarding noise nuisance during normal delivery times and when drivers breached the conditions.

Members noted the applicant's letter stating that they have a new management plan in place and compliance was now very good, however, they wanted to have deliveries daily to ensure the store had fresh produce. They had also referred to the proposed erection of an accoustic fence which would, hopefully, provide a barrier against the noise. They had added they would accept a restriction of one delivery per day on Sundays and Bank Holidays and during the trading hours of 10-4.

Councillor Linden, Ward Councillor, pointed out that much of the noise nuisance for residents came from the loading bay adjacent to Station Road regardless of any traffic noise from Pasteur Road. She added that the bay had been built slightly underground which added to the noise as lorries had to break sharply to enter and exist. She expressed concern that Lidl had breached the existing restriction many times in the past even though it had been put in place to give residents a break from the noise at least one day per week. She added that, whilst the adjoining B&M store had daily deliveries, their loading bay was the other side of the site nearer to Pasteur Road so didn't cause as much nuisance. She referred to the proposed accoustic fence and stated that she did not think this would be a planning "gain", querying why residents would want to see a fence permanently erected in front of their houses just so Lidl could have one extra delivery per day. She concluded by asking the Committee not to approve the application even for a temporary period but to refuse it.

The Group Manager reported that a wall had previously been erected to act as an accoustic barrier but this had not alleviated residents concerns. Whilst the Officer's recommendation was to refuse the application, he suggested that if an accoustic fence was erected this might alleviate some of the issues and temporary permission could be granted in order to assess the impact.

The Committee discussed the application and it was considered that Lidl was an important employer in the town that gave nearby residents access to a local store with fresh produce and, therefore, if temporary permission was granted and the fence erected this would enable any impact to be assessed.

RESOLVED:

That Application No. 06/13/0422/F be approved for a temporary period of six months to commence only after an accoustic fence had been erected.

(c) Application No. 06-13-0436-SU - North Drive Car Park, Great Yarmouth

The Committee considered the application for a change of use and alterations of two further tennis courts to additional car parking and it was noted that no objections had been received.

Councillors Field and Castle, Ward Councillors, indicated that they had no objection to the proposal on the basis that the courts were underused and additional car parking on the seafront was needed. The point was also made that car parks along the seafront should be open at weekends during the winter for visitors.

RESOLVED:

That Application No. 06/13/0436/SU be approved in accordance with Policies REC9, REC11, TR21, BNV9 and BNV10 of the Borough-Wide Local Plan.

4 Planning Applications Cleared in August 2013

The Committee received the Planning Group Manager's schedule in respect of applications cleared during August 2013 under delegated powers, together with those determined by the Development Control Committee.

5 Ombudsman and Appeal Decisions

There were no Appeals or Ombudsman decisions to note.

The meeting ended at: 19:10

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, Local Community Partnership and other bodies (where appropriate) wish to speak.
- (b) Due notice of a request to speak shall be submitted in writing to the Group Manager (Planning) one week prior to the day of the Development Control Committee meeting.
- (c) In consultation with the Group Manager (Planning), 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, (v) Local Community Partnership and (vi) Ward Councillors.
- (e) The order of presentation at Committee will be:-
 - (i) Planning Officer presentation.
 - (ii) Agents, applicant and supporters.
 - (iii) Members' questions.
 - (iv) Objectors and interested parties.
 - (v) Members' questions of objectors.
 - (vi) Parish Council or Ward Councillors or Local Community Partnership and Others.
 - (vii) Chairman and Officers' questions of clarification.
 - (viii) Committee debate and decision.

Reference: 06/13/0025/F

Parish: Gorleston

Officer: Mr D.Minns

Expiry Date: 02-05-2013

Applicant: Sainbury's Supermarkets Ltd.

Proposal: Erection of food store, 4 No. retail units, petrol filling station and car wash with associated car parking, landscaping access and highway works to form Beacon Park Neighbourhood Centre

Site: Beacon Park (Land at) Beaufort Way Gorleston

REPORT

1. The Proposal

1.1 The site area is 4.1ha (10.54 acres). The site is bounded by Beaufort Way to the south and west and Woodfarm Lane to the north and east and lies around 3km south of Great Yarmouth and 1.2 km from Gorleston's town centres. The site comprises agricultural greenfield land. Ground levels are relatively flat. The site is accessed via Beaufort Way which is linked to the A12.

1.2 The proposal is for full planning permission for a new food store, four smaller retail units (Use Classes A1-A5), petrol filling station, a totem pole advert, a 542 space car park (including provision for disabled spaces and parent and child spaces) and associated landscaping. In addition the proposal includes 40 cycle loops and 8 motorcycle parking spaces.

1.3 The four smaller retail units are approximately 80 sq. m. each in size. Each of the smaller units shares a loading/unloading pull-in area accessed off the new access road and a parking area. 22 car parking spaces are dedicated to these units in total. There are also new pedestrian and cycleways proposed connecting with Beacon Park which will improve the permeability of the site. The gross internal floor area of the proposal as a whole is 7,369 sq. m.

1.4 The development provides a service yard with a turning circle and dedicated unloading bay with a service dock 1.2m above yard level. Within the yard there is a bio-mass boiler, transformer and generator room and Biffa waste disposal bins. A sprinkler tank and pump house serve the main store and are located in a separate enclosure in the service yard. The development also includes a goods on-line facility accommodating an 8 van delivery service

1.5 The food store external elevations will be clad in a mixture of uniform cladding panels, Douglas Fir vertical timber cladding and full height vertical glazing. The single storey building comprises two main parts: the sales area, coffee

shop/restaurant and staff area; and the warehouse/back area, unloading bay and goods on line area. There is a continuous external canopy to the front (south-west) elevation. The four smaller units front elevations are similarly clad and attached to the main food store.

1.6 The proposal also includes the provision of a new roundabout for Beaufort Way which will serve both this development and will be configured to also serve future development on adjacent land and linking into the separate proposal for the new spine road to the A143.

1.7 The existing 20m landscaping area adjacent to Wood Farm Lane is to be retained, providing screening to the rear of the main food store. A detailed landscaping scheme has been included for the proposal. Under the provisions of the adopted Borough-wide Local Plan, Wood Farm Lane will be stopped up. (This was also agreed as part of the Phase 2 Beacon Park scheme.) It is anticipated that the proposal will provide between 350 and 400 new jobs

Hours of operation proposed are:

Monday – Saturday 0700-2300 and Sunday and Bank Holidays 1000-1600

1.8 As part of the application, the applicants have also submitted: traffic and retail assessments; flood risk assessment (because of the site is over 1 ha in size); a protected species survey alongside a desktop and Phase 1 Ecological Survey; archaeological assessment; noise survey report and access and design statement

1.9. The proposed totem pole sign which is located on the northern side of the junction of the A12 and Beaufort Way is 2.9 wide and 6.3 metres high is included in this application but also subject to a separate application and would be internally illuminated . (Application No.06/13/0026/A)

1.10 Members are informed that the reason this planning application has not come to Planning Committee before this time is that the Highways Agency issued a Holding Direction on the application meaning that it couldn't be determined before this power of direction was lifted as further explained in the Highways Agency consultation response section of this report

2. Planning History

2.1 The site forms part of a larger area of some 72 hectares (172.8 acres) of land that was originally granted deemed approval for a mix of Business/commercial/residential uses with associated landscaping and open space in July 1995. (This site is known as Phase 1 of Beacon Park.)

2.2 Approval for the infrastructure for the allocation as a whole including the A12 roundabout and related junction, lagoons and landscaping to the development which are now well established and reduce the overall impact of the development in the landscape followed in April 1999. The land is designated in the Great Yarmouth Borough Wide Local Plan 2001 and there are a number of associated policies which seek to promote a high quality business park and commercial area.

2.3 A further planning application (Phase 2) was submitted by GYBC property services and approved by the Development Control Committee subject to a legal agreement in July 2007 but this is yet to be signed and permission issued.

2.4 The Phase 2 application was an outline planning application for commercial and residential development neighbourhood centre and sheltered housing covering approximately 37.25 hectares of land within the site originally approved in July 1995. The proposed development consists of approximately 11.51 hectares of commercial development to the west of the site, together with 5.78 hectares of residential development (approximately 204 dwellings). In addition, the development included a neighbourhood centre, shops and services. (Although an indicative location was shown in the 'master plan for the site', the location of the neighbourhood centre was never agreed.)

2.5 The retail element of this Phase 2 application also accorded with the Great Yarmouth Retail and Leisure Study (DTZ Pida Consulting 2006) which anticipated a convenience (food) need within the Borough of 2000 sq. metres up to 2011.

2.6 The 'master plan' submitted with the outline application for Phase 2 describes the 'neighbourhood centre' as providing local amenities, such as shopping facilities, laundrette and take-away food outlets. The 'Final Retail Statement' submitted with this application for Phase 2 anticipated a foodstore of up to 1,500 sq.m (net) together with a range of shops each comprising 500sq. m.

2.7 The key headlines from this 'Final Retail Statement' of particular relevance to this application are summarised as follows:

- The net sales area for the foodstore would only sell food with no comparison goods on offer;
- There was no 'end user' at the time of the application. However, it was assumed that a turnover of £7million was expected which is the equivalent turnover associated with 'deep discount' retailers such as Aldi and Lidl;
- A high proportion of customers would come from walk-in trade from the new housing proposed ;
- The provision of the neighbourhood centre would reduce the need for residents in the locality to travel to shops especially for top-up shopping; and
- It was anticipated that main food shopping would continue at the main supermarkets in the wider area.

3. Consultations

3.1 Parish Council - Bradwell – No objection to plans as submitted.

3.2 Gorleston Chamber of Trade – 'We have No Objections to the planning application.'

3.3 Neighbours/Article 8 Advert:

- 'Object to the proposal' - see attached Morrison's letter;

- Letter of objection from the Chairman of the Gorleston Traders Association on the grounds of potential impact from out of town shopping created by the proposal on the low level of vacant units in the town (currently under 5%, and one of the lowest proportion in the country);
- 5 supporting letters from residents issues raised: support the supermarket use; support the petrol filling station; boost to the local economy; support for the retailer offer; and
- 2 letters of objection expressing concern over the impact of additional traffic generated on Woodfarm Lane.

3.4 James Paget University Hospitals –The Trust has examined the Planning Application at your office and does not wish to comment or offer any objection to this planning application.

3.5 Highways Agency – Holding direction until 30 October 2013 (recently withdrawn)

‘Further to my letter dated 30 August you may be aware of Circular 02/2013 “The Strategic Road Network and Delivering Sustainable Development” published on the 10 September 2013. This new document now requires highway mitigation if forecast demand exceeds capacity in the opening year only. I am content the demonstration of scenario 2 in the document ref NO9-AW-AW12 and Beaumont Way produced by Vectors dated 23 August 2013, reflects the likely forecast demand for traffic at the opening year of the proposed development and that the A12 trunk road reflect the likely demand for traffic at the opening year of the proposed development and that the A12 trunk road remains satisfactorily operational.

In consideration of the above I am now able to confirm that the Highway Agency now raise no objection to the application and attach a TR110 reflecting the current situation which supersedes that dated 30 August 2013.’

No objection to the Totem sign.

3.6 Norfolk County Highways –

‘Thank you for consulting the Highway Authority on the above application. All the supporting information had been assessed and discussions held with the developers highways advisors. A mitigation package has been agreed which includes the extension of Beaufort Way and a new roundabout junction and an access road to the store, on land to the south east and to Woodfarm Lane with mini-roundabout access to the store. A bus service will be provided to the store from Great Yarmouth Town Centre for all hours of opening by extending the existing No 2 service to James Paget Hospital.

The store will be linked to existing footways and cycleways. The 'Red Line' drawing shows the store access road linking to Wood Farm Lane. Before this link to Wood Farm Lane is made, Wood Farm Lane to the north of the junction with the store access road must be closed off to through vehicular traffic to avoid traffic rat running via Oriel Avenue and Wood Farm Lane to the store. This is covered in the suggested conditions below. The Highway Authority recommends no objection subject to conditions suggested in the consultation letter and completion of Section 106

Agreement securing a Travel Plan bond and monitoring fees.’ (**See attached letter including conditions**)

In terms of the totem sign there is no objection from the County subject conditions controlling the degree of illumination and that the sign should be finished in a non reflective material.

3.7 Norfolk Fire and Rescue Service – ‘A fire hydrant is required on site (at the applicants expense) details of the location to be agreed before the commencement of development and a condition is required on any pp to cover this.’

3.8 Environment Agency –

‘ Controlled Waters – We refer to the “Site Investigation Report” referenced GN16260SSI, dated July 2013 and prepared by Harrison Geotechnical submitted to us by Stephen Rose of Indigo Planning on 2 September. This document responds to our previous comments concerning the possible presence of elevated levels of nutrient contaminants associated with the soil and groundwater in the area of the derelict hard-standing lying across the south eastern boundary of the proposed development site. Our records indicate this area was previously used as a fertilizer depot.

Based on the information now provided we consider the proposed development site, which includes only a small area of the former depot, would appear to pose a low risk to the water environment. Our previously recommended conditions for the site to be subject to further investigation, assessment and remediation as may be necessary would therefore now appear to be unnecessary.

However, if, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) should be carried out until the developer has submitted, and obtained written approval from the local planning authority. A remediation strategy detailing how this unsuspected contamination shall be dealt with should be provided.’

3.9 Norfolk Constabulary – Holding Objection with reference to developer contributions. The scale of the developer is anticipated to require financial contributions towards delivering Police services to address community safety, tackle fear of crime and seek to achieve a reduction in crime. The Norfolk Constabulary is currently obtaining information/guidance from the each of the District Commanders and Local Delivery Inspectors for Policing Impact. This will include details in respect of any impact arising from the development. Whilst this information is being collated please take this letter as a holding application. Further info from the Borough Council requested if the development requires a developer contribution towards additional police infrastructure. No further information regarding District Commanders information/guidance has been received. (The consultation response was sent on 26 February 2013).

3.10 Anglian Water – No Response

3.11 Essex and Suffolk Water- We would advise you that our existing apparatus does not appear to be affected by the proposed development. We give consent to this development on the condition that water mains are laid in the highway to the development, and that the water service is connected with a meter for revenue purposes.

3.12 Natural England – This proposal does not appear to affect any statutory protected sites or landscapes, or have significant impacts on the conservation of soils, nor is the proposal an EIA development.

3.13 Environmental Health – make a number of Comments (see attached comments and proposed conditions)

3.14 Crime Prevention Architectural Liaison Officer – General advice given on designing out crime.

3.15 Building Control – No comments that affect planning.

3.16 Refuse Collection - Trade waste contract required with collection from least public area

3.17 Archaeologically – The proposed development lies within a nationally significant multi-period cropmark complex indicating intensive use of the landscape since the prehistoric period. The archaeological desk based assessment submitted with the application has highlighted that there is a high potential for archaeological remains of prehistoric date to be present at the site, moderate to high potential for Roman evidence for medieval and post medieval remains. Consequently there is a high potential overall that the heritage assets with archaeological interest (buried archaeological remains) will be present at the site and that their significance will be adversely affected by the development. If permission is granted, we therefore ask that this is subject to a programme of archaeological work in accordance with National Planning Policy Framework para 135. Three conditions are suggested which are standard archaeological investigation scheme requirements.

4. Planning Policy Context

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan, unless material considerations indicate otherwise.

National Planning Policy Framework

4.2 The National Planning Policy Framework (NPPF) recognises the important role that development can bring in promoting healthy and competitive town centre environments.

4.3 In order to protect the role of town centres as the heart of their community', the NPPF requires that when determining planning applications for main town centre

uses that are not in an existing centre and not in accordance with an up-to-date local plan, the local planning authority should apply the sequential test to assess whether there are suitable alternative sites that are sequentially preferable (within or closer to the town centre) and impact 'tests' to assess whether significant adverse impacts on town centre vitality and viability or planned investment are likely to occur.

4.4 The NPPF is clear that where an application fails to satisfy the sequential test or are likely to have a significant adverse impact then they should be refused. (Paragraph 27).

4.5 For decision taking the NPPF supports 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 planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the this Framework as a whole or specific policies in this framework indicate development should be restricted.

4.6 NPPF paragraph 17 sets out core planning principles. The following are of relevance to this application:

- *Planning should 'proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to the wider opportunities for growth';*
- *Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings;*
- *Planning should 'encourage the effective use of land by reusing land that has been previously developed (brownfield Land), provided that it is not of high environmental value'; and*
- *Planning should 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable';*

4.7 Paragraph 56 promotes good design stating *'Planning policies and decisions should aim to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*

4.8 Paragraph 67 refers to the impact that *'Poorly placed advertisements can have a negative impact on the appearance of the built and natural environment. Control over outdoor advertisements should be efficient, effective and simple in concept and operation. Only those advertisements which will clearly have an appreciable impact on a building or on their surroundings should be subject to the local planning authority's detailed assessment. Advertisements should be subject*

to control only in the interests of amenity and public safety, taking account of cumulative impacts'

Local Policy Context:

4.9 The most up to date and relevant local plan policies to be considered here and set out above are contained in the Great Yarmouth Borough Wide Local Plan 2001 and the emerging Core Strategy (September 2013).

Great Yarmouth Borough Wide Local Plan (2001)

4.10 The GYWLP includes saved policies which were given full weight for a protected period for 12 months following publication of NPPF in March 2012. However from March 2013 existing policies and the amount of weight that can be given to the saved policies is dependent on their degree of consistency with the NPPF.

4.11 Of the saved policies set the most relevant to this application are set out in this report. In the consideration of this application it is also relevant to consider the historical context of Policy SG2 and SG8 in particular their relevance to the current proposals and compatibility with the NPPF.

Policy SG2 DISCOUNT DURABLE GOODS RETAIL WAREHOUSES AND FOOD SUPERMARKETS/SUPERSTORES WILL NOT BE PERMITTED

Policy SG8 THE EXISTING USE OF THE WOODFARM (J & H BUNN) SITE AS SHOWN ON THE PROPOSALS MAP WILL BE RETAINED IN THE SHORT TERM. FOLLOWING DEMISE OF THIS USE, AND SUBJECT TO OTHER POLICIES IN THE PLAN, THE COUNCIL WILL GRANT PLANNING PERMISSION FOR THE USE OF THE LAND AS A NEIGHBOURHOOD CENTRE

4.12 SG2 has its origins from as far back as 1982. It was written to stop a potential developer from creating a retail warehouse park (or supermarket) in the South-West Area and later, in the South Gorleston Development Area (SGDA), when the South West Area Local Plan was adopted in 1992. Members, at the time, were happy to endorse the concept of a 'neighbourhood centre' on the SGDA. In order to protect the employment area(s) neither discount retail warehouses nor food retail would be allowed because employment land was in short supply – particularly that on land of good building quality.

4.13 This view was informed by the (then) on-going appeal decisions re ASDA, the London & Midland (Gapton Hall Retail Park) and what is now the Thamesfield Way (B&Q / Argos) development etc. Potential employment land, of good building quality, was under a very real threat from retail given the above decisions. There were also concerns about Gorleston High Street.

4.14 SG2 eventually became a 'saved' policy within the GYWLP (although the comma after 'warehouses' disappeared in the adopted 2001 version) and as such was not open to further scrutiny a course of action agreed with GO-East at the time.

4.15 Other relevant 'saved policies' are as follows:

POLICY SHP6 **SUBJECT TO HIGHWAY AND ENVIRONMENTAL CONSIDERATIONS, THE COUNCIL WILL PERMIT THE PROVISION OF NEW LOCAL SHOPPING FACILITIES AND NON-RETAIL COMMERCIAL USES IN NEIGHBOURHOOD AND VILLAGE SHOPPING CENTRES PROVIDED THAT THE DEVELOPMENT IS OF A SCALE COMPATIBLE WITH THE SIZE AND CHARACTER OF THE CENTRE.**

(Objective: To improve the range of outlets and environment of local shopping centres.)

POLICY SHP9 **THE COUNCIL WILL PERMIT THE PROVISION OF NEW LOCAL SHOPPING FACILITIES IN ALL SETTLEMENTS, SUBJECT TO THE PROPOSAL BEING OF A SCALE COMPATIBLE WITH THE SIZE OF THE SETTLEMENT AND HAVING REGARD TO DESIGN, HIGHWAY AND ENVIRONMENTAL CONSIDERATIONS, AND TO OTHER POLICIES IN THE PLAN.**

(Objectives: To retain and enhance the provision of local shops.

POLICY SHP12 **PETROL FILLING STATIONS AND SERVICE AREAS (INCLUDING ROADSIDE CAFES AND RESTAURANTS) MAY BE PERMITTED ONLY WHERE:**

- (A) THE PROPOSAL WOULD NOT BE LIKELY TO RESULT IN A SIGNIFICANT HAZARD TO ROAD SAFETY OR SIGNIFICANTLY IMPEDE THE FREE FLOW OF TRAFFIC ON ANY HIGHWAY IN THE LOCALITY;
- (B) THERE WOULD BE NO SIGNIFICANT ADVERSE IMPACT ARISING FROM NOISE OR GENERAL DISTURBANCE;
- (C) THERE WOULD BE NO SIGNIFICANT ADVERSE IMPLICATIONS FOR THE ENVIRONMENT OR LANDSCAPE; AND,
- (D) ANY HIGHWAY IMPROVEMENTS REQUIRED BY THE PROPOSAL WOULD NOT HAVE A SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACT.

(Objective: To protect the environment and landscape and ensure highway safety)

POLICY TCM13 DEVELOPMENT WILL NOT BE PERMITTED WHERE IT WOULD ENDANGER HIGHWAY SAFETY OR THE SATISFACTORY FUNCTIONING OF THE LOCAL HIGHWAY NETWORK. IN APPROPRIATE CASES A TRAFFIC IMPACT ASSESSMENT WILL BE REQUIRED TO DEMONSTRATE THAT DEVELOPMENT PROPOSALS CAN BE SATISFACTORILY ACCOMMODATED WITHIN THE HIGHWAY NETWORK TAKING INTO ACCOUNT ANY IMPROVEMENTS PROPOSED.

(Objective: To ensure that new development does not prejudice highway safety or the free flow of traffic.)

POLICY TCM31 THE COUNCIL IS COMMITTED TO THE PROVISION OF THE CYCLEWAYS SHOWN ON THE PROPOSALS MAP TOGETHER WITH THE PROVISION OF ADEQUATE CYCLE PARKING FACILITIES IN AND AROUND GREAT YARMOUTH AND GORLESTON TOWN CENTRES AND NEIGHBOURHOOD SHOPPING CENTRES, AND WILL NEGOTIATE WITH DEVELOPERS WITH A VIEW TO SECURING ADEQUATE CYCLE PARKING ON ALL FUTURE MAJOR SHOPPING, OTHER COMMERCIAL, INDUSTRIAL, PUBLIC BUILDING AND ENTERTAINMENT DEVELOPMENTS. IN THE SHORT TERM PREFERENCE WILL BE GIVEN TO IMPLEMENTATION OF THE FOLLOWING PROJECTS:

- (a) GORLESTON, VICTORIA ROAD TO LINKS ROAD CYCLEWAY
- (b) GAPTON HALL TO PASTEUR ROAD CYCLEWAY/ROUTE (SOUTH SIDE)
- (c) GT. YARMOUTH LAWN AVENUE TO CAISTER CYCLEWAY
- (d) GT. YARMOUTH SOUTHTOWN ROAD (QUEENS ANNES ROAD TO MALTHOUSE LANE)
- (e) BRADWELL TO BELTON FOOTPATH/CYCLEWAY (OLD RAIL ROUTE ALIGNMENT)

(Objectives: to improve the cycleway network in the interests of improving accessibility and public safety and the needs of cyclists are met.)

POLICY SG15 THE MAIN ACCESS/DISTRIBUTOR ROAD WILL BE REQUIRED TO BE DESIGNED TO PROVIDE SUFFICIENT CAPACITY TO ACCOMMODATE TRAFFIC FLOWS LIKELY

TO BE GENERATED BY DEVELOPMENT OF THE DEFINED DEVELOPMENT AREA HAVING REGARD TO THE FOLLOWING REQUIREMENTS:

- (A) THE NEED TO TAKE ACCOUNT OF ALL ASPECTS OF HIGHWAY DESIGN AND ENVIRONMENTAL EFFECTS IN DETERMINING THE PRECISE ALIGNMENT OF THE ROAD, AND AS APPROPRIATE, THE NECESSITY, IN THE SHORT TERM, OF MINIMISING SEVERANCE OF FARM LAND IF THE MAIN ACCESS/DISTRIBUTOR ROAD IS EXTENDED WESTWARDS;
- (B) THE NEED FOR ALL ACCESS TO THE NEW INDUSTRIAL/COMMERCIAL AND RESIDENTIAL AREAS TO BE INDIRECTLY PROVIDED BY THE NEW MAIN ACCESS/DISTRIBUTOR ROAD, WITH NO ACCESS PERMITTED FROM WOODFARM LANE; AND,
- (C) PROVISION OF APPROPRIATE SPACING OF ACCESS ROAD JUNCTIONS ALONG THE MAIN ACCESS/DISTRIBUTOR ROAD, WITH INDIVIDUAL DIRECT VEHICULAR OR PEDESTRIAN ACCESS TO THE ACCESS/DISTRIBUTOR ROAD DENIED TO FRONTAGE DEVELOPMENT.

4.16 Although there is no “saved” policy which explicitly sets out the retail hierarchy for the Borough, the supporting text confirms that

- Great Yarmouth fulfils the role of *“main shopping centre for both tourists and the catchment area”* (paragraph 4.1.4);
- Gorleston is identified as a *“smaller, more specialist, district centre which predominantly serves the residents in the southern part of the Borough”* (paragraph 4.1.4); and
- the smaller local centres (such as Caister, Bradwell and Magdalen Way) *“serve the daily needs of local residents”* and *“provide neighbourhood and village communities with a good, convenient alternative to town centre shopping for their general needs and are vital to the elderly and infirm”*.

4.17 The Core Strategy seeks to establish the spatial vision and objectives of how the Borough will grow in the future setting out the series of strategic policies and site allocations called 'Core Policies' and 'Key Sites' which set the strategic context for future Local Plan Documents. The current version of the Core Strategy seeks to plan for the Borough between the period 2014 – 2029.

4.18 It is in its 6th iteration and is currently out to consultation and expected to be submitted for independent assessment by the Planning Inspectorate late 2013/early 2014. It therefore is a material consideration in this application although it cannot be afforded substantial weight as a material consideration in the determination of this application.

4.19 There is an identified need to accommodate between 3,232 sq m (net) and 6,464 sq m (net) of new 'food' (convenient goods) shopping floor space and up to 27,672 sq m (net) of 'non-food' (comparison goods) shopping space to 2031. It is considered that in the short to medium term, any new major development should be concentrated in Great Yarmouth town centre. According to the emerging Core Strategy, The Conge and the North Quay will present the most appropriate locations for new mixed-uses, including retail, commercial and leisure uses (paragraph 4.7.12).

4.20 The supporting text to Policy CS7 (paragraph 4.7.4) states that Gorleston as the second largest town centre in the Borough, is functioning relatively well by complementing rather than duplicating the role fulfilled by Great Yarmouth. However, in terms of convenience retailing, Morrison's 'plays an important role in ensuring that people continue to shop locally. The Council will sustain and enhance the important food shopping function of the town and continually seek to improve its existing environment and townscape quality.'

4.21 The current version of the Core Strategy states in paragraph 4.7.6 that:

'...Given the limited opportunities to create a new district centre within the existing built-up area of Bradwell, it is anticipated that the new district centre will be located within close proximity to the proposed sustainable urban extension at Beacon Park, land south of Bradwell, although further work will need to be undertaken before the exact location can be confirmed. Once established, the centre will provide a sustainable mix of shopping, services, community facilities within a high quality public realm. Successful neighbourhoods need to have such facilities to draw people into the area to live and work there.'

4.22 This vision is enabled through Policy CS18 of the current version of the Core Strategy. In addition, Policy CS16 (Improving Accessibility and Transport) sets out the Council's commitment to developing a well-integrated community, connected by a sustainable transport system. As part of this, creating a link road to the south of Bradwell via the A12 through Beacon Park to the A143 Beccles Road and is identified as a priority scheme.

4.23 The current version of the Core Strategy has reduced the proportion of new development in terms of the overall vision from the Borough that should be located in

Gorleston and Great Yarmouth from 55 % (as outlined in an earlier iteration) to 35%. Great Yarmouth and Gorleston are however identified as 'main towns' in the Borough. The application site lies within the development boundary for Gorleston. In addition, approximately 1,000 homes have been proposed as an allocation in south Bradwell under Policy CS3 and promoted via Policy CS18 which is close by. This is expected to be wholly built within the plan period.

4.24 It is important that in making planning decisions, the Council consider the future needs of the Borough and in the absence of an up to date definition of a 'neighbourhood centre', when this future development is taken into account, a proposal of this scale is suitable to serve potential local needs. The Core Strategy is proposed to be submitted for formal independent examination in later in 2013/early 2014 and has already been through 5 previous rounds of consultation. As such, it should be afforded some weight as a material consideration in the determination of this application.

5. Application Appraisal and Assessment

5.1 This planning application has been considered in the context of the two retail studies as part of the informatives to the development of the new Local Plan for the Borough (2006 – by DTZ and 2011 – Strategic Perspectives). In addition, the applicants' retail assessment has been independently assessed by Strategic Perspectives. This is important particularly as the Borough Council is the land owner. This information has informed the recommendations in this report.

5.2 The main planning issues are: the principle of retail development in this location; how the proposal sits within the retail policies for the Borough; the potential impact on Great Yarmouth and Gorleston town centres; and highway issues.

5.3 The Principle of Development in this Location

5.3.1 As already stated in the GYWLP section of this report as well as the proposal section, this application site originally was given outline planning consent in July 1995 forming part of a wider 72ha. mixed development site forming Beacon Park.

5.3.2 The Beacon Park section in the adopted GYWLP allocates land within the plan area for a 'neighbourhood shopping centre' (SG8). This current planning application is in close proximity to the site that was allocated for the 'neighbourhood shopping centre'

5.3.3 The all-encompassing retail policy in the South Gorleston Development Area chapter of the adopted local plan (2001) policy SG2 does not support food supermarkets in this location.

5.3.4 However, the GYWLP section of this report demonstrates that the basis of this policy is very out of date, being based on evidence from the 1980's. This application is submitted in a different situation and circumstance from the time this policy was derived. The SGDA is being expanded and we are now proposing a further 1,000 to

1000+ homes along with concrete proposals for a new link road from the A143 to A12 along with additional employment land school in the immediate area.

5.3.5 The saved policies in the adopted Local Plan do not define what a 'neighbourhood centre' should be and equally this is not defined in national policy guidance either.

5.3.6 In addition SHP9, a general shopping policy in the adopted Local Plan permits new local shopping facilities in all settlements subject to proposals being compatible with the size of settlement and having regard to design, highway and environmental considerations and to other policies in the plan. The lower case text supporting this policy states:

' In areas of major new residential development the Borough Council will expect developers to provide for local shopping, such as the South Gorleston Development Area however, where local shops are provided they should not be of a size whereby they attract car-borne customers from outside the immediate locality

5.3.7 The applicants consider that the Policy SHP9 relates to local shops, effectively corner shops which offer a different service to larger food supermarkets and town centre shops. The applicants consider this policy seeks to permit smaller shops regardless of whether they are located in a centre. As such, they consider that the policy does not relate to neighbourhood level centres and therefore provides no guidance for such development.

5.3.8 Their view is based on the basis that the site for a neighbour centre with no defined floor space was designated on Beacon Park and that the associated planning application submitted in 2007 was approved by the Development Committee. The fact that the earlier planning application centre sought to provide 3,200 m² (net) of retail floor space whilst the current application seeks to provide 4,368m²(plus retail shops) is therefore of no relevance.

5.3.9 It should be made explicit from the outset that the applicants consider that this application is fully in accordance with the Local Plan allocation and requirement for a Neighbourhood Centre on Beacon Park and fully compliant with the National Planning Policy Framework.

5.3.10 Their view is made on the basis that the site for a neighbour centre with no defined floor space was designated on Beacon Park and that the associated planning application submitted in 2007 was approved by the Development Committee.

5.3.11 This view fails to recognise the content of the 'Final Retail Statement' submitted with this application for Phase 2 of Beacon Park which anticipated a food store of up to 1,500 sq.m (net) together with a range of shops each comprising 500sq. m. as outlined earlier in this report. This current application seeks to provide 4,368sq. m. (plus retail shops) which is significantly larger than that originally envisaged in the 2007 application. This is a material consideration in the determination of this application.

5.3.12 The land subject of this application is allocated within the wider allocation of Beacon Park in the adopted GYWLP. As such the principle for development on this site has already been accepted. At the same time some weight must be given to adopted local plan policy which seeks to prevent supermarkets in neighbourhood level centres. However, because of the dated evidence base for this policy, in reality the National Planning Policy Framework should carry greater weight in this case.

5.3.13 In addition, it is important to consider the new relief road to the A143 for which funding is already in place and the proposed future scale of new development in the vicinity, both residential and commercial. This means that the scale of development in the foreseeable future will be of a scale not envisaged at the time the 2007 outline application was approved by members.

5.4 Sequential Test

5.4.1 The NPPF in paragraph 24 states that as part of this test:

‘only if suitable sites are not available should out of centre sites be considered.’

The site does not lie within or adjacent the Great Yarmouth or Gorleston defined town centres and therefore these tests as outlined in the NPPF need to be applied.

5.4.2 The applicant has provided a sequential test through Indigo consultants who are acting as agents for the applicant. Section 5 of the Indigo report assesses whether there are any sequentially preferable sites that are suitable and available either in or on the edge of Great Yarmouth and Gorleston town centres that can accommodate the proposed food store.

5.4.3 Strategic Perspectives consider it is also important when assessing the Indigo report to consider viability even though paragraph 24 of the NPPF is not specific on this point it is an important consideration regarding an overall assessment of a potential site's suitability.

5.4.4 Furthermore the NPPF in paragraph 173 states: *‘careful attention to viability and costs in plan-making and decision-taking’.*

5.4.5 In addition the Supreme Court ruling regarding **Tesco Stores Ltd v Dundee City Council (2012) UKSC 13** is also a material consideration. In this case it was held that the issue of ‘suitability’ must be directed at the developer’s proposals and not to some alternative scheme which might be suggested by the local planning authority. The key part of the judgement is that when assessing the suitability of an alternative site for the proposed development can be altered or materially reduced so that it can be made to fit an alternative site.

5.4.5 In the Indigo report, it states that the food store proposal is intended to serve *the south Gorleston area, in particular the existing and future residents of Beacon Park.* (paragraph 7.2). They say that the proposed ‘neighbourhood centre’ would *‘reduce the need for local residents to travel to access retail facilities and services and the provision of a bulk food store as part of the neighbourhood centre would improve competition and choice.’* (paragraph 7.3) In assessing the proposal against the sequential assessment Indigo state that *‘it is important to keep in mind the*

identified need the proposal is intended to address. Any alternative site must be capable of meeting the need to provide better facilities to the Beacon Park area or it cannot be considered to be a sequentially preferable alternative. It follows that Beacon Park is the only location where a neighbourhood centre can be located.'
(Paragraph 7.4)

5.4.6 It is clear that the food retailing envisaged by the proposal is out of scale with what would be normally expected with the Council's original intention for the area as set in Policy SG2 of the GYWLP, albeit there was no floor area specified in the policy. However, apart from Morrison's in Gorleston and the Rainbow Co-operative in Bradwell, the majority of the Borough's food store provision is in and around Great Yarmouth.

5.4.7 The scale of the proposal for the food store, with a retail sales floor area of 4,368 sq m is only slightly below that of Tesco's in Pasteur Road (3,109 sq m) and Asda New Road (2,998 sq m) and almost twice as large as Morrisons (1,421 sq m). Strategic Perspectives have said that the sales area as proposed will clearly draw on a catchment population and trade that extends beyond its 'local hinterland' and this is material to both the sequential test and impact assessments.

5.4.8 Strategic Perspectives say that when assessing sites in Great Yarmouth, none realistically lend themselves to a new food store. In addition, the local planning authority required Gorleston sites to be considered. Specifically the Laundry site at Blackwall Reach, directly to the south of the existing Morrisons store. This site was identified in the Great Yarmouth Retail Study 2011 as having potential to accommodate between 1,500 and 2,000 sq m net of new retail floor space. Morrisons have no control of the land and there is no permission in place to extend the store. It therefore can be concluded that the site is not currently available for new convenience goods floor space.

5.4.9 In summary therefore there are no sites in my opinion (as informed by Strategic Perspectives) that could accommodate the identified need and demand for a food store in a sequentially preferable location. The fact that the identified need is specific to Beacon Park is an important material consideration in the overall assessment. Therefore the site meets the requirements of the sequential test.

5.5 Retail Impact

5.5.1 The applicant in their original assessment concluded that in terms of existing shopping patterns, 79% of Zone 4 residents main food shopping trips were undertaken in places other than Gorleston with Great Yarmouth being the main destination. The Blackwall Reach Morrison's accounted for 31.1% of secondary trips and 19.5% of top-up trips for Zone 4 residents. (Zone 4 is mainly formed of Gorleston residents.) These proportions were agreed with by Strategic Perspectives because they were based on existing household survey results.

5.5.2 Strategic Perspectives consider that Morrisons is clearly an important anchor for the town of Gorleston's food and retail offer and helps to underpin the town's overall vitality and viability. The evidence also confirms that Morrison's, by virtue of

its location, generates significant linked trips and expenditure for the town's other shops, services and facilities.

5.5.3 Notwithstanding this, the survey evidence also shows that 77.6% of main bulk food shopping trips currently go to stores outside of Gorleston and Zone 4; principally to the out-of-centre Tesco (38.8%) and Asda (19.4%) superstores of Great Yarmouth. There would therefore appear to be some potential to claw back a proportion of these shopping trips to a more convenient and sustainable location in Zone 4.

5.5.4 In addition, the independent assessment considers that there will not be significant impact on Great Yarmouth town centre, rather any impact will largely affect the existing large out of town supermarkets such as Tesco and Asda. However, because of their location out of town, their impact does not affect the Impact Assessment process.

5.5.5 Strategic Perspectives has indicated that the applicant has inaccurately predicted the level of average trade to be expected from the Sainsbury store. The independent assessment predicts that the predicted average trade will be higher than the applicant suggests and that this will have a direct impact on Morrisons trade and therefore indirectly on the potential trade within the town centre. On this information therefore, the proposal will have a potentially significant impact on future potential trading both within the Gorleston town centre and the existing food store Morrisons.

5.5.6 The applicants in response to this and using the independent assessment figures have provided additional information in the form of a letter and supporting tables taking account of the loss of linked trips to the Gorleston town centre arising from the potential direct impact on Morrisons. On this basis, the applicants calculate that the potential impact on Gorleston town centre from trade diversion to the new retail proposal will be below 10%. (see attached letter)

5.5.7 The application proposal if approved will take up the convenience retail capacity proposed for the Borough to 2031. However, should the application be approved, the applicant has agreed to the inclusion of a condition to ensure that the convenience retail floor space is not increased from that in the proposal.

5.5.8 On balancing the considerations in this application, the proposal passes the sequential test and has limited negative impact on Great Yarmouth town centre. In terms of Gorleston the applicants have demonstrated that excluding the presence of Morrisons which is outside the town boundary and the linked trips it is considered to generate that the again there is a limited impact on town of Gorleston.

5.5.8 The presence of the Morrisons store - although outside the defined town centre boundary in my opinion and that of Strategic Perspectives however as a material consideration that can not be simply be ignored and needs to be accorded some weight. It is clear that Morrisons supplements the town centre but on consideration of the evidence there is not overwhelming evidence to demonstrate the impact would so significant when considered in the light of the NPPF to warrant

refusal of the application on this issue alone or to cause Morrisons which is considered currently to overtrading to close. As already stated earlier in this report, in such cases where this is the conclusion, the NPPF expects local authorities to approve applications.

5.5.9 Subject the conditions mentioned within the report the overall design and layout of the development is considered to comply with the stated aims and policy in the local plan which seeks to promote sustainable development with a minimal adverse impact upon its surroundings and employment generator which promotes the social, economic and commercial ambitions of the Borough..

5.6. Highway issues

5.6.1 The Highways Agency has now withdrawn their power of direction and are now satisfied with the evidence put forward regarding the impact of the proposal on the A12 which had been the basis of the holding direction on the planning application.

5.6.2 The county highways authority is satisfied with the mitigation package measures proposed subject to the suggested conditions which includes the extension of Beaufort Way and a new roundabout junction on Beaufort Way and the access way to the store and also serving the smaller proposed units. It is suggested that a Section 106 is proposed in order to secure a Travel Plan bond and monitoring fees .. .

5.6.3 As a result, any potential highways issues have been addressed. .

6.0 Other Statutory Consultee responses

6.1 As can be seen above all other issues raised by the various bodies have been resolved or can be addressed subject to the suggested condition as put forward in the report..

7.0 Recommendation

7.1 The application is recommended for approval subject to the conditions referred to in the report, a limit on the percentage amount of goods to be sold ie convenience/comparison goods in the store and the Section 106 as necessary; it is considered compliant with the National Planning Policy Framework and emerging and current local plan providing a sustainable form of development, economic benefits and employment to the Borough.

7.2 Members should be aware that should the application be approved under the Town and Country Planning (Consultation) (England) Direction 2009, because of the size of the proposal it will need to be referred to the Secretary of State prior to any decision being issued.

Background Papers : Planning File 06/13/0025/F

Application Reference 06/13/01257

Attachments

ACK. 11/2/13

S

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Mr. Shaun W McGarry

Address Roselea, Smiths Loke

Bradwell

Great Yarmouth

Post Code NR31 8DG

Telephone [REDACTED]

Email Address [REDACTED]

For or Against NOS Subject to Condition

Speak at Committee ☐

I am Blind and Deaf but I am very keen for this development to go ahead as a boost to our economy and our community in that area.

I would like to see some appreciation and thoughts to people like me who has to rely on the public transport (taxis are too expensive) so I hope that the pavements around the store is neat and tidy and suitable for blind and partially sighted people to walk safely without falling over pillars, signs, trolleys, bins, bushes etc. Please do not use this so called "shared surface" scheme! Please make use of kerbs to clearly defined what is a footpath and what is a carriageway for vehicles.

Getting in and out of the supermarket and the surrounding area, needs to have a clear and well defined path, without encountering the petrol filling station (which can be very difficult to get pass) and that crossing over the main A12 is achievable, not just for Visually Impaired People but for everyone.

And I feel that the buses must have the maximum encouragement to come into Beacon Park to serve the growing

Date Entered 09-02-2013

Internet Reference LOWPC24

wealth of amenities we have now and will have in the future

Can we make sure that the car park design, or as part of the general overall structure of the footpath and roads layout, can accommodate a bus layby and shelter? There should be an easy way for the buses to turn around to get back onto the A12.

I belong to the Great Yarmouth VIP User Group who are an action group to try and gain respect and more

Date Entered 09-02-2013

Internet Reference LOWPC24

Jill K. Smith

06/13/0025/F

ACK BY EMAIL
11/2/13

From: Najia J. Burgess on behalf of enquiries
Sent: 11 February 2013 09:39
To: plan
Subject: FW: Sainsbury

Mrs Najia Burgess
Customer services department
Great Yarmouth Borough Council
Tel 01493856100
Email njb@great-yarmouth.gov.uk

From: d [REDACTED]
Sent: 11 February 2013 12:03
To: enquiries
Subject: Sainsbury



Hi, we read in our local Advertiser that Sainsbury's are planning a supermarket at Beacon park, well about time this is good news as Sainsbury's is a great store.

The people we speak to in the village are already talking about it, we have been Hearing rumors for a while and Hopton Villagers are very excited, well done to the planners at YBC.

I would like to know when the building will start however as we just cant wait.

D.Hills



FREE Animations for your email

**Click
Here!**

Elaine Helsdon

From: Alec Murray [redacted]
Sent: 13 March 2013 10:12
To: plan
Subject: Re: Planning application 06/13/0025/F

Subject: Planning application 06/13/0025/F

A Murray
37 Buxton Ave
Gorleston
Gt Yarmouth
NR31 6RF

On 11 March 2013 09:02, plan <plan@great-yarmouth.gov.uk> wrote:

Please would you supply an address so your comments may be registered.

From: Alec Murray (mailto:[redacted])
Sent: 08 March 2013 17:44
To: plan
Subject: Planning application 06/13/0025/F

Re: 06/13/0025/F

I am writing to register my support for the application from Sainsbury's for a new store at Beacon's Park
Gorleston.

I feel that this will provide much needed jobs for local residents and can see no disadvantages to its
approval.

Thank you

Eve Murray

1

Elaine Halsdon

From: David Bucklee [mailto:David.Bucklee@seabrook.co.uk]
Sent: 15 March 2013 12:53
To: plan
Subject: 06/13/0026/F

My family & I have lived on Jenner Road since it opened in 2003 and we have been very disappointed at the lack of facilities, although lots were promised when we purchased our house from the builders. We are very enthusiastic with the prospect of a Sainsburys Supermarket opening and fully support thier application. It will be good for the expanding area and Gorleston in general. We would like to see more rotail and leisure facilities in the future but will settle for a Supermarket in the short term.

Mr & Mrs D Bucklee
4 Jenner Road.

Elaine Helsdon

ACK 14/3/13 S

From: [REDACTED]
Sent: 13 March 2013 19:12
To: plan
Subject: Re: Planning application 06/13/0025/F

Subject: Planning application 06/13/0025/F

A Murray
37 Buxton Ave
Gorleston
Gt Yarmouth
NR31 6HF

On 11 March 2013 09:02, plan <plan@great-yarmouth.gov.uk> wrote:

Please would you supply an address so your comments may be registered.

From: Alec Murray [REDACTED]
Sent: 08 March 2013 17:44
To: plan
Subject: Planning application 06/13/0025/F

Re: 06/13/0025/F

I am writing to register my support for the application from Sainsbury's for a new store at Beacon's Park Gorleston.

I feel that this will provide much needed jobs for local residents and can see no disadvantages to its approval.

Thank you

Eve Murray

Jill K. Smith

ACIC'D
11/3/13

From: S CONNOR [REDACTED]
Sent: 09 March 2013 13:39
To: plan
Cc: lindsay.mccallum@ppsgroup.co.uk
Subject: Planning Application Ref: 06/13/0025/F

Dear Sirs,

I understand that the, proposed building- Plans for the new Sainsbury's at Gorleston have now been submitted for approval.

I visited the Open Day presentation arranged by Sainsbury's held the latter part of 2012. My overall opinion was one of "Total Support" for the plans for the new store and the additional units & infrastructure.

The only point I raised at the Open Day was the fact that Sainsbury's will have to make sure that James Paget Hospital: Staff and Patients alike do not take all the parking spaces- due to poor parking arrangements at the hospital and lack of Local Council and Norfolk Council getting their act together on yellow lines in Jenner Road and surrounding roads - we even have staff & patients parking in all of the surrounding roads.

As for the Petrol Station facility, this will be a Great help to the local community, as currently there are no local garages- nearest one Hopton to the South, BP- Southtown Road & one in Bradwell- all well away from the residents of South Gorleston.

I trust the members of the Planning Committee will support this Planned Development 100%. It will, naturally, create additional employment opportunities which will be most helpful in the area.

Lets trust that Mr Sturrock & Town Partnership representative, don't stop this development like they did to the Lloyds Bank improvement at the Burton's corner, which is a total "Eyesore" and in fact having a negative effect to the Yarmouth town centre area.

Yours faithfully,

S H Connor
19 The Fairway; Links Road; Gorleston

ps: A keen supporter of the area.
pps: Sainsbury's shareholder.

Jill K. Smith

ACK'd
06/3/13

From: P W [REDACTED]
Sent: 08 March 2013 13:48
To: plan
Subject: RE: Re Sainsburys ref 06/13/0025/F

Subject: RE: Re Sainsburys ref 06/13/0025/F

Date: Fri, 8 Mar 2013 08:35:27 +0000

From: plan@great-yarmouth.gov.uk

To: pamwhite265@hotmail.com

Please would you supply an address so your comments may be registered.

From: P W [REDACTED]
Sent: 07 March 2013 18:07
To: plan
Subject: Re Sainsburys ref 06/13/0025/F

We do need a supermarket at Beacon Park and yes Sainsburys is the best choice to be in this area as far as my choice. My home address is ...4 Salk Road, Gorleston, NR31 7RL as requested.

Jill K. Smith

06/13/0025/F

ACK 21/3/13

From: Victor Ling [REDACTED]
Sent: 20 March 2013 14:54
To: plan
Subject: Sainsburys Gorleston Beacon Park

Dear Sirs,

I am writing in my capacity as the Chairman of the Gorleston Traders Association (as well as being a small business owner) and please take this as confirmation that we would like to object to the new plan of the Sainsburys and retail units planned for Beacon Park.

Gorleston is one of the few towns in the whole of the country with less than 5% of premises unoccupied and is a thriving community. An out of town supermarket together with retail outlets would see this change dramatically. In the midst of one of the hardest trading times in living memory, there are a large number of both national and independent traders that are struggling financially. A new shopping area that will take business out of town centre - and indeed part of the plans include bus stops to encourage people to not shop locally.

Although there is the attraction of new jobs, this must be looked at in the context of the number of jobs that would be lost if local businesses close. You only have to walk around Great Yarmouth town centre to see the devastating impact that out of town retail has had on it - including independent sports shops through to clothing retailers, card shops to newsagents all closing.

In a time of economic gloom, diluting where people spend their money will certainly see businesses close in Gorleston Town Centre.

Currently, Morrisons have around 80,000 transactions a week. Sainsburys will undoubtedly take a percentage of this. If only 5% of people stopped coming to Morrisons AND stopped going down the High Street, that would equate to 1600 transactions not happening every week in the high street.

Gorleston has a great future - please don't let it become another high street which has only charity shops and betting shops and lots of empty shops.

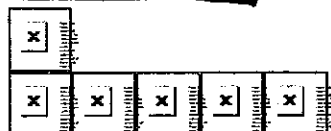
It would be appreciated if I (or another representative) could speak at the planning committee when it convenes to discuss this.

Regards

--
Victor Ling
Managing Director

Barkers Photographic
4 Lowestoft Road
Gorleston
NR31 6LY

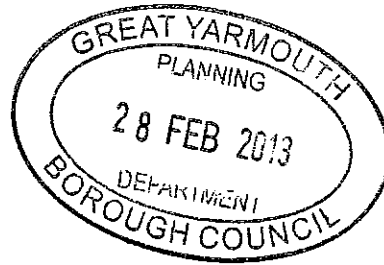
[REDACTED]
[REDACTED]



06/13/0025/F

Ack 28/2/13

S



4 Woodfarm Cottages
Woodfarm Lane
Gorleston
Norfolk
NR31 9AQ

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

Dear Sirs/ Madams

I am writing to inform you of my objection to the proposed Sainsburys development on the Beacon Park in Gorleston. This is due to the plan to the plan to widen Woodfarm Lane, and grant access from the Sainsburys site to Woodfarm Lane, and the plan to use Woodfarm Lane as part of the proposed Bus route loop.

I feel that the access from the Sainsburys site to Woodfarm lane will cause a major increase in the amount of traffic that will run past my property, especially if the Sainsburys store is open 24 hours a day, as I believe is proposed. On top of this, routing of bus past my property will also vastly increase the amount of traffic. From what I can see from the proposals, the Council's current plan is to extend all bus routes that currently terminate at the James Paget to use this new loop. This will mean that my neighbours and i will have 100 + buses running past every day, which I view is unacceptable.

It is my opinion the proposed transportation plans will have a negative effect on the value of my property, as well as increase the levels of traffic running past my property, which currently is on a quite quiet country road, to an unacceptable level, both volume wise and noise wise. I also believe that it is unwise to have the increased traffic flow due to the location of the children's play area situated on Woodfarm Lane.

Yours faithfully

[Redacted signature block]

ACK 28/2/13

S

Planning Department
Town Hall
Great Yarmouth
Norfolk



Dear Sir/Madam,

I am writing to voice my concern with regard to the proposed Sainsbury's supermarket access route. I note from the traffic proposals that buses from this site will exit via Woodfarm Lane and use this route back to the A12.

I own one of the two cottages facing Woodfarm Lane which are situated next to the children's play area. Looking at the possible bus timetable it would appear that there could be as many as 9 buses an hour using this route. As this is currently a fairly quiet country road this would have rather a detrimental effect on the possible noise that could be impacted on the property. There would be little respite from this if the supermarket is open 24hrs a day.

During the summer months many people park along this stretch of the road to take their children to the play area and it is already a hazard for them to cross the road as the speed limit is the national one of 60mph at this point. Buses would add to the hazard that parents and their children face in accessing the playground. The women from the nearby refuge also walk their children to school along the road and although the provision of pavements would be welcome to them I wonder if a crossing has also been considered in the plans.

Although the plans state that the exit access from the supermarket site onto Woodfarm Lane would only be used for the buses I wonder how this will be enforced and can envisage this route being used as a shortcut not only for the general public but for the petrol and other delivery vehicles too.

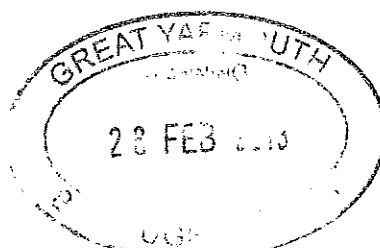
None of the other major supermarkets in the area have an access or exit route that runs directly past a residential area, albeit two houses. I feel that it would be both safer and environmentally friendly for the busses to exit the same way as they enter the supermarket site, which is by the proposed new link road.

If in the future as is expected housing is developed north of the site then this could possible add to the traffic wanting to use this supposed 'bus link road'.

Yours faithfully

[Redacted signature block]

4, Hill Avenue
Gorleston
NR31 6HP



ACK 21/3/13



EK/DS/3997/01(21March2013)GreatYarmouth

FAO Mr D Minns
Great Yarmouth Borough Council
Planning Department
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Peacock & Smith Limited
Second Floor
1 Neoraji Street
London
WC1X 0GB
T: 0203 122 0030
www.peacockandsmith.co.uk

21 March 2013

Dear Mr Minns

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
'NEW NEIGHBOURHOOD CENTRE', INCLUDING THE ERECTION OF A FOODSTORE (USE
CLASS A1) AND A PETROL FILLING STATION AT BEACON PARK, GORLESTON
(LPA REF: 06/13/0025/F)**

We act on behalf of our clients, Wm Morrison Supermarkets Plc (hereafter referred to as Morrisons) to register a **holding objection** pending a review of the Council's independent Retail Audit, in respect of the proposed foodstore (Use Class A1) element of the above planning application submitted by Indigo Planning Ltd on behalf of Sainsbury's Supermarkets Limited.

Our client has concerns regarding the proposed scale of the foodstore and the subsequent impact on the existing Morrisons store at Blackwell Reach and Gorleston town centre as a whole. Peacock and Smith reserve the right to make more detailed comments once we have had the opportunity to review the independent Retail Audit commissioned by Great Yarmouth Borough Council as part of Application Reference: 06/13/0025/F.

Context

Proposed Development

The Planning and Retail Statement written by Indigo Planning, describes the proposed development as 'a new neighbourhood centre' consisting of 'a foodstore, four smaller retail units (Use Classes A1 – A5), a Petrol Filling Station (PFS), a 542 space car park and associated landscaping'. From the submitted information, it is understood that the new neighbourhood centre will measure some 7,369 sq. m. (gross) and 4,620 sq m (net), whilst the foodstore will be 4,368 sq. m. (net).

Gorleston District Centre

Gorleston District Centre is anchored by the edge of centre Morrisons (3,623 sq m gross), which serves as the primary main food shopping destination for a relatively small geographic catchment area focused on Gorleston.

Managing Director: Peter R.B. Wood Dip TP, MRTPI
Directors: Chris Creighton BA (Hons), MIP, MRTPI
Mark Eagland BA (Hons), MIP, MRTPI
Senior Associates: Cassie Fountain BA (Hons), Dip TP, MRTPI
Ed Kemisty BA (Hons), Dip TP, MRTPI
Steve Buckley BA (Hons), CPI, MRTPI
Anthony Ferguson BA (Hons), MRTPI
Associates: Sarah Worthington MPhil (Hons), MAUED, MRTPI
Gareth Claryn MSc (Hons), MA, MRTPI
Cara Ware MSc (Hons), MRTPI
Consultant: Robert Smith Dip TP, MRTPI

Head Office Address: Suite 9C Jacob's Well Honour Walk
Leeds LS3 1AB T: 0113 243 1919 F: 0113 242 2198
E: planning@peacockandsmith.co.uk

Great Yarmouth's Retail Study (2011) considers that the Morrisons at Blackwall Reach plays an important anchor role for convenience goods floorspace in the centre and the Borough as a whole. Furthermore, there is evidence that its location does encourage an element of linked trips to the centre (paragraph 7.19). The store therefore currently fulfils an important role in offering a main shopping destination within the Centre, thus contributing to its vitality and viability.

Beacon Park Development

The wider site has an extant planning permission for 72 hectares of mixed use development, with a second application for phase 2 of the development still pending. In summary, the relevant planning application history at Beacon Park is as follows:

- 'Phase 1' (LPA Ref: **06/94/0247/SU**) was approved in July 1995 and comprised 72 hectares of land including a business park with residential development, landscaping and open space. This consent has since been implemented.
- 'Phase 2' (LPA Ref: **00/06/0513/SU**) is still pending and the decision notice has not been issued at this time. This outline application seeks consent for commercial and residential development on 37.25 hectares of land and includes a neighbourhood centre and sheltered housing.

Planning Policy Position

Adopted Local Plan

Beacon Park is located on the A12 to the south of Gorleston and is allocated as an area of Economic Development and Industrial Land on the Local Plan Proposals Map. Accordingly, **Local Plan Policy EMP4** sets out the aspirations for Beacon Park as 'a high quality landscaped Business Park'.

Policy SG8 advises that planning permission will be granted at the Woodfarm (J & H Bunn) site (i.e. the application site) for the use of the land as a neighbourhood centre. Notwithstanding, a neighbourhood centre is not designated on the adopted Proposals Map.

Great Yarmouth Emerging Core Strategy

The Council has recently consulted on the 'Local Plan: Core Strategy, Finalising Our Options' document (November 2012). **Draft Policy CS18** states that proposals to extend the Beacon Park development at land south of Bradwell should *inter alia* g) provide new retail, education and health facilities to meet the day to day needs of new and existing residents and improving where possible, existing facilities in Bradwell and Gorleston. It is noted that Gorleston is identified as a Town Centre within the emerging Core Strategy.

National Planning Policy Framework

The NPPF clearly states that planning permission should be refused where the applicant has not demonstrated compliance with the sequential approach, or where there is clear evidence that the proposal is likely to lead to significant adverse impacts (paragraph 27).

Analysis

Appeal Precedent

Indigo's Planning and Retail Statement argues that the proposed development delivers a designated centre, in accordance with the development plan and it follows that the sequential and impact tests are not relevant to this proposal as the acceptability of retail on this site has already been established.

It is pertinent to draw the Council's attention to Appeal Reference: APP/J0405/A/10/2127591), against a refusal by Aylesbury Vale District Council to grant outline planning permission for a proposed Asda store at Stoke Mandeville Hospital in Aylesbury. The appeal was dismissed and the following relevant points were highlighted in the Inspectors Decision (the full Decision Notice forms **Appendix 1**):

- at **paragraph 12** the Inspector concluded that, *'1,000 sq m of net retail floorspace would be appropriate and sufficient to create a 'local/neighbourhood centre to serve the surrounding area'. He saw no justification for a larger area of floorspace given that this would conflict with the Plan's retail strategy...'*
- it continues at **paragraph 22**, *'...I have had regard to paragraph 6.18 of the Practice Guidance to PPS4 (Practice Guidance on Need, Impact and the Sequential Approach), which makes a clear distinction between 'new' centres and 'existing' centres. As no development, other than residential, has yet taken place at the hospital site I consider it reasonable to assume that in PPS4 terms the centre in question is new and not existing'.*

The Decision Notice provides clear guidance on the government's policy direction on the scale of foodstores in new neighbourhood centres. There are parallel material considerations that can be drawn with the subject planning application; specifically regarding the scale of the proposed foodstore and that the neighbourhood centre should be considered 'new' rather than 'existing'. It follows that the relevant NPPF policies regarding out of centre retail proposals should therefore be applied in the determination of this application.

Capacity

The Great Yarmouth Retail Study (Strategic Perspectives, 2011) concludes that in terms of convenience goods, there is minimal forecast capacity over the short term (i.e. up to 2021). It states that should the Local Planning Authority be minded to approve the application for the proposed neighbourhood centre at Beacon Park then this would soak up almost all capacity in the short to medium term. The Study recommends that there is a qualitative need to provide a foodstore anchor within the town centre to help claw back shoppers and expenditure currently flowing to the larger out-of-centre superstores (i.e. Tesco and Asda).

In terms of out-of-centre retailing, the qualitative and quantitative evidence indicates that the Borough is well served by foodstores and has a good choice of non-food retail floorspace. There is therefore no demonstrable need for new out-of-centre convenience goods retailing (Para 11.57).

Sequential Test

A sequential test has been undertaken by the applicant, which has not been considered in detail in the context of this letter. It is noted that, the Council's Retail Study puts forward a number of potential in centre and edge of centre opportunity sites and considers that, in the short to medium term, the Conge and North Quay will present the most appropriate location for new mixed uses, including retail and commercial leisure uses.

Impact Assessment

The proposed foodstore will comprise 4,368 sq. m. (net) of the 4,620 sq m (net) neighbourhood centre. The scale of the proposed foodstore is larger than the edge of centre Morrisons and would appear inappropriate for the role and function of a neighbourhood centre.

We understand that impact will be assessed as part of the Council's independent Retail Audit and Peacock and Smith will review the position on receipt of this Audit. Notwithstanding, we note that Indigo's Planning and Retail Statement assumes a 15% diversion of trade from Morrisons and the applicant suggests that the subsequent impact on the town centre through loss of linked trips will be *de minimis*. The majority of Sainsbury's trade is anticipated to be drawn from Tesco, Pasteur Road (40%) and Asda, Acle New Road (30%).

The Council's 2011 Retail Study recommends that any out of centre foodstore and non-food proposals in Gorleston's catchment area that would have a detrimental impact on the town's overall vitality and viability should be resisted (Paragraph 11.48). It is apparent that any diversion of shoppers and expenditure from Morrisons will have an impact on linked trips to other shops, businesses and facilities in the town centre.

Locational Considerations

The attraction of 542 dedicated free car parking spaces, means that it will primarily operate as a freestanding car borne convenience and comparison goods retail destination. This will be particularly disadvantageous to those without access to a car, the elderly and disabled. It will also result in an increase in the length and number of car journeys and, in this way, will have implications for the Council's sustainability objectives.

Moreover, the prospects for meaningful linked trips in this location are nil and the proposed foodstore will divert shopping trips from centres of acknowledged importance for both convenience and comparison goods.

Summary and Conclusions

In light of the above, our client has a number of on-going concerns regarding the application in terms of the scale of the proposed foodstore in a new neighbourhood centre and the subsequent impact on the Morrisons and Gorleston town centre as a whole. Accordingly, we have been instructed to submit this holding objection and we reserve the right to submit more detailed representations once the outcome of the Council's independent Retail Audit is available.

As recommended in the 2011 Retail Study, the live application for a new neighbourhood centre will need to be considered in the context of the developments proximity to Gorleston Town Centre and its standing in the retail hierarchy.

Please do not hesitate to contact David Stephenson or Ed Kemsley if you require any further information and / or clarification.

Yours sincerely


PEACOCK & SMITH

between shops. Smaller shops are generally used for specialist items, or for top-up shopping at other times. For example, a shopper might do their weekly food shop at a superstore, but also visit a butcher or a smaller convenience store to buy something they have forgotten or that they have run out of, such as milk, bread or a bottle of wine.

Alternatively, some shoppers may not undertake a single weekly food shop at all. They will instead make frequent trips to several shops for their main food purchases over the week. These shoppers are much less likely to alter their shopping pattern if a new superstore opens as they are currently choosing not to visit existing large stores because of a preference for the offer or service provided in smaller shops.

There will also be a number of people who do make multiple trips to superstores, however this proportion is smaller and they will only do this if the superstore is very convenient to them. These people are only likely to switch allegiance to a new superstore if it is even more conveniently located to them.

For these reasons, impact upon the much smaller town centre shops is forecast to be negligible because the actual trade diversion will be so tiny as to make modelling it meaningless.

Impact on Morrisons

At the meeting the issue of the correct treatment of the Morrisons store in the assessment of impact was discussed. The way in which our view on this differs from Strategic Perspective's is set out at paragraphs 32 and 33 of our letter dated 30 July 2013. To summarise, the Morrisons store is not in the town centre, and, therefore, the direct impact upon it is not material. Strategic Perspectives are simply wrong to suggest otherwise. Therefore, in summarising the impact figures put forward by Indigo and Strategic Perspectives, we include the impact figures for the town centre stores only. This excludes Morrisons, which is on the edge of the town centre.

We do recognise, however, that Morrisons supports the town centre through linked trips. In order to assess the implications if these linked trips are lost as shoppers go to Sainsbury's rather than Morrisons, we have addressed the impact upon linked trips specifically².

Our assessment of impact is summarised in Table 1 below. Table 2 is derived from Strategic Perspective's assessment, set out in their Retail Planning Appraisal, with the direct impact on Morrisons removed. In other words, Table 2 uses Strategic Perspective's figures, but looks at the impact on the town centre without Morrisons, which is outside the town centre.

² See paragraphs 8.42 to 8.45 of our Planning and Retail Statement.

Table 1: Summary of Impact on Gorleston Town Centre – Indigo Planning

	Sainsbury's Diversion (£m)	Town Centre Turnover (£m)	Impact (%)
Convenience trade lost because shoppers divert to Sainsbury's	£0.00m	£2.37m	-
Comparison trade lost because shoppers divert to Sainsbury's	£0.00m	£19.5m	-
Trade lost because former Morrisons shoppers no longer visit the town centre ³	£0.22m	£21.87m	1.0%
Total	£0.22m	£21.87m	1.0%

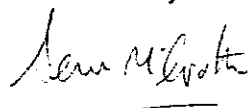
Table 2: Summary of Impact on Gorleston Town Centre – Strategic Perspectives⁴

	Sainsbury's Diversion (£m)	Town Centre Turnover (£m)	Impact (%)
Convenience trade lost because shoppers divert to Sainsbury's	£0.28m	£2.37m	11.8%
Comparison trade lost because shoppers divert to Sainsbury's	£0.76m	£19.5m	3.9%
Trade lost because former Morrisons shoppers no longer visit the town centre ³	£0.87m	£21.87m	4.0%
Total	£1.91m	£21.87m	8.7%

The above summary shows that, even on Strategic Perspective's figures, which we consider to be much too high, impact upon Gorleston town centre (including the loss of linked trips from Morrisons) will be below 10%. Therefore, we are satisfied that, even using SP's figures, the impact is not significantly adverse.

We trust this is helpful. If you have any queries please do not hesitate to contact either Stephen Rose or me.

Yours sincerely



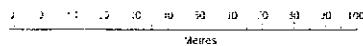
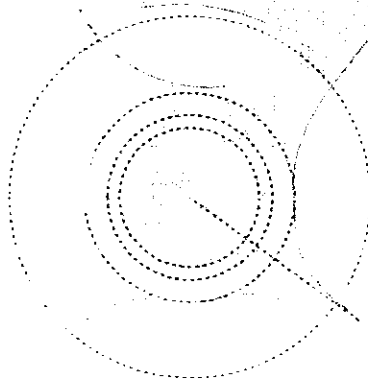
Sean McGrath

³ This is lost linked trips.

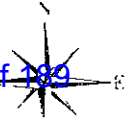
⁴ SP's figures taken from their Retail Planning Appraisal of June 2013, with direct impact upon Morrisons removed.

06/13/0025/F

TAMER PACET
HOSPITAL
BAPTIST MED CROSS
NO. 1 HOODS ROAD



Scale = 1:2500 @ A4



Dean Minns
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

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

Your Ref: 06/13/0025/F
Date: 27 September 2013

My Ref: 9/6/13/0025
Tel No.: 01603 222789
Email: david.higgins@norfolk.gov.uk

Dear Dean Minns

Great Yarmouth: Erect food store, 4 retail units, petrol filling station and car wash with ass. car parking, landscaping and highway works to form Beacon Park Neighbourhood Centre

Sainsbury's Supermarket, Beacon Park, Gorleston, Great Yarmouth

Thank you for consulting the Highway Authority on the above application.

All the supporting information had been assessed and discussions held with the developers highways advisors. A mitigation package has been agreed which includes the extension of Beaufort Way and a new roundabout junction and an access road to the store, on land to the south east and to Woodfarm Lane with mini-roundabout access to the store. A bus service will be provided to the store from Great Yarmouth Town Centre for all hours of opening by extending the existing No 2 service to James Paget Hospital. The store will be linked to existing footways and cycleways.

The 'Red Line' drawing shows the store access road linking to Wood Farm Lane. Before this link to Wood Farm Lane is made, Wood Farm Lane to the north of the junction with the store access road must be closed off to through vehicular traffic to avoid traffic running via oriel Avenue and Wood Farm Lane to the store. This is covered in the suggested conditions below.

A Travel Plan has been submitted but it is not approved as the funding is considered inadequate. It is considered that £75,000 is an appropriate budget for a Travel Plan for a store of this size so the Highway Authority requires a performance bond of this amount to be secured by S106 to ensure that adequate funds can be made available for NCC to implement the Travel Plan at the store should the operators fail to implement a properly funded Travel Plan. In addition NCC's monitoring fees of £2,500 need to be secured in the S106. A condition is suggested to secure an Approved Travel Plan.

The Highway Authority recommends no objection subject to the conditions suggested below and completion of the above mentioned S106 securing a Travel Plan bond and monitoring fees

Standard Estate Road Conditions

SHC 00 No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

Include Informative 9

SHC 01 No works shall commence on the site until such time as detailed plans of the roads, footways, cycleways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. All construction works shall be carried out in accordance with the approved plans.

Reason: To ensure satisfactory development of the site and a satisfactory standard of highway design and construction.

Include Informatives 1, 7

SHC 02 No works shall be carried out on roads, footways, cycleways, foul and surface water sewers otherwise than in accordance with the specifications of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway.

Include Informative 1

SHC 03A Before any retail unit is first occupied the roads, footways and cycleways shall be constructed to binder course surfacing level from the retail unit to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure satisfactory development of the site.

SHC 03B All footway(s) and cycleway(s) shall be fully surfaced in accordance with a phasing plan to be approved in writing prior to the commencement of development by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure satisfactory development of the site.

Access Gates – Restriction

SHC 14 Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (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.

Provision of Parking and Servicing Areas – When Shown on Plan

SHC 24 Prior to the commencement of the use hereby permitted the proposed store access, on-site car and cycle parking / servicing / loading, unloading / 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.

Construction Traffic (Parking)

SHC 28 Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety.

Construction Traffic Management and Routing

SHC 29A Prior to the commencement of any works a Construction Traffic Management Plan and Access Route shall be submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.

Reason: In the interests of maintaining highway efficiency and safety.

SHC 29B For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of maintaining highway efficiency and safety.

Wheel Cleaning Facilities – Temporary for Construction Vehicles

SHC 30A No works shall commence on site until the details of wheel cleaning facilities for construction vehicles have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To prevent extraneous material being deposited on the highway.

SHC 30B For the duration of the construction period all traffic associated with the construction of the development permitted will use the approved wheel cleaning facilities provided referred to in Part A.

Reason: To prevent extraneous material being deposited on the highway.

Traffic Regulation Orders

SHC 40 No works shall commence on the site until the Traffic Regulation Order for the removal of vehicular highway rights of way at a point to be agreed on Wood Farm Lane north of the junction with the store access road has been secured by the Highway Authority.

Reason: In the interests of highway safety.

Travel Plan – Not Agreed at the Planning Application Stage

SHC 43A The development hereby permitted shall not be commenced until an Interim Travel Plan has been submitted, approved and signed off by the Local Planning Authority in consultation with the Highway Authority, such a Travel Plan shall accord with Norfolk County Council document 'Guidance Notes for the Submission of Travel Plans' or be produced using the Workplace Travel Plan Generator Tool, www.worktravelplan.net.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

SHC 43B No part of the development hereby permitted shall be occupied prior to implementation of the Interim Travel Plan referred to in Part A of this condition above. During the first year of occupation an approved Full Travel Plan based on the Interim Travel Plan referred to in Part A of this condition shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Include Informative 6

Provision of Bus Service

SHC 47 Prior to the commencement of the development, to procure for a period of 5 years from the opening of the development a bus service of at least 30 minute frequency between the development and Great Yarmouth town centre for Monday to Saturday and hourly on Sunday during all store opening hours (*or such other hours/frequency as the Local Planning Authority in consultation with the Highway Authority may from time to time approve*) such service is to be provided by a bus operator or operators with details of the service and operator(s) to be approved in advance in writing by the Local Planning Authority in consultation with the Local Highway Authority.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Informative Notes

When Off-Site Road Improvements are Required

Inf. 1 It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained.

Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact David Higgins on 01603 222789 or by e-mail david.higgins@norfolk.gov.uk.

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

When a Travel Plan is Provided or Required

Inf. 6 This development involves a Travel Plan to be implemented within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Town and Country Planning Act 1990 or Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact Ian Dinmore on 01603 224248 or by e-mail ian.dinmore@norfolk.gov.uk

Commuted Sum for Travel Plans

The Highways Authority levies a charge to cover the on-going costs of reviewing and monitoring a Travel Plan annually. The Highways Authority also requires a Bond to ensure that the Travel Plan targets are met. Both the Bond and the monitoring charge are secured by a Section 106 Legal Agreement. This is in addition to the sum payable for Planning Obligations covering infrastructure, services and amenities requirements.

An online survey tool is available to assist with annual monitoring. For further information on the survey tool, please contact Ian Dinmore on 01603 224248 or by e-mail ian.dinmore@norfolk.gov.uk

Developers are expected to enter into a Section 106 Agreement to secure the necessary funding before planning permission is granted.

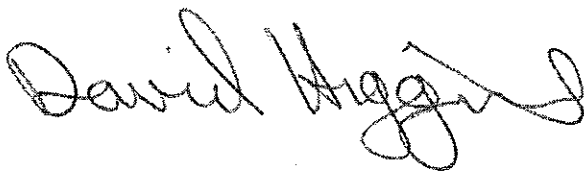
Street Lighting

Inf. 7 Street lighting is a concurrent power of the County, District and Parish Councils. However, it is the County Council after consultation with the Local Lighting Authority (District or Parish Council) who decides whether street lighting is required on proposed public highways. Norfolk County Council will challenge any automatic assumption that street lighting needs to be provided on part or all of the new development.

Inf. 9 The applicant is advised that to discharge condition SHC 00 that the local planning authority requires a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

If you have any queries about the above advice or recommendation please contact me.

Yours sincerely



Principal Engineer - Major & Estate Developments
for Director Environment, Transport and Development

MEMORANDUM

From Environmental Health

To: Head of Planning and Development,
Attention: Mr D Minns

Date: 3rd April 2013

Your ref: 06/13/0025/F

Our ref: MA/0043/00000/00000

Extension: 846678

Please ask for: Justin Hanson

DEVELOPMENT AT- Sainsburys, Beacon Park, Great Yarmouth

I would therefore make the following comments on this development:

1. Air Quality

There are several Air Quality impacts of note.

a) Biomass Plant

The exact specification of the proposed biomass boiler has not been determined, however, it has been assumed that the boiler will be similar to boilers at other Sainsbury locations and the screening assessment was based on a 520 KW boiler.

I agree with the report based on the boiler in the Air Quality assessment that there is no need for a further detailed assessment.

If a boiler higher than 520 KW is intended to be installed then the screening assessment will need to be revisited. In addition, based on the thermal rating of the appliance it is likely that the boiler will meet the 45.4 kg/hr throughput required for a chimney height approval under the Clean Air Act 1993. In addition there are no details relating to dust-arrestment which would also be required and need to be approved under the chimney height application.

I would therefore recommend the following conditions:

- a) The biomass boiler shall only be operated using wood pellets that comply with CEN/TS 14961 or an alternative standard that can be demonstrated to be equivalent.
- b) The biomass boiler shall be maintained in accordance with the manufacturer's instructions and recommendations.
- c) A biomass boiler with a thermal input of more than 520 KW shall not be installed at the site without prior approval from the local planning authority.

- d) The efflux velocity of fumes from the flue of the biomass plant shall not be less than 10 m/s^{-1}

A chimney height approval under the Clean Air Act 1993 needs to be submitted to the Council if the appliance is capable of burning fuel at a rate of 45.4 kg per hour or more.

b) Vehicles/deliveries

An air quality assessment has been provided for the development, however, I am unable to comment further at this stage as I have raised a query with the consultants for the report regarding the reported trip rates for the proposed development and have yet to receive a response (See attached Emails)

2. Contaminated Land

There are no contaminated land concerns with regard to this development.

3. Noise

There are numerous sources of noise from the development, which need to be considered

a) Plant Noise

Existing residencies

It is unknown at this stage which specific items of plant are to be included but it is likely to include refrigeration plant, exhaust fans and the biomass boiler.

The acoustic report submitted has measured minimum existing background levels to be 34 dB(A) L_{90} during the day (07:00 to 23:00) and 28 dB (A) L_{90} during the night. The consultant has recommended noise levels limits that match the background levels at the façade of the nearest property.

The consultant has highlighted the plant may contain noise features that can distinguish it from other noise sources such as a tone or hum. In such circumstances a 5 dB(A) penalty needs to be applied as the report states. This has not been considered in the noise limits. I therefore recommend that the noise limits are set to 3dB(A) above background to account for this. A 3dB(A) above background is considered to be 'barely perceivable'.

I recommend these limits be imposed by condition at the boundary of the nearest existing residential receptor to enable measurements to be taken at this location to determine compliance. I would also recommend that noise measurements and assessments are carried out in accordance with BS4142:1997 "Method of rating industrial noise affecting missed residential and industrial areas".

I would therefore recommend the following condition on approval

- For the period 07:00 to 23:00 hours the Rating Level of combined plant noise from the permitted development shall not exceed the minimum background noise level of 34 dB(A) by more than 3 dB(A) at any time when assessed as a 60 minute L_{Aeq} .

For the period 23:00 to 07:00 hours the Rating Level of combined plant noise from the permitted development shall not exceed the minimum background noise level of 28 dB(A) by more than 3dB(A) at any one time when assessed as a 5 minute L_{Aeq}

The Rating level shall be determined by measurement or calculation at the closest point of the boundary with the nearest residential property. The measurements and assessments shall be carried out in accordance with BS4142 "Method of rating industrial noise affecting mixed residential and industrial areas".

Proposed Residencies

I am aware that there are proposed dwellings earmarked on land to the north where a layout has not been provided yet. These proposed dwellings will be a lot closer than the existing. The report recommends noise limits at the dwellings of 48 dB (A) during the daytime and 43 dB (A) during the night to achieve BS8233 daytime internal noise levels of 35 dB(A) in a lounge in the daytime and 30 dB(A) in a bedroom at night, (the standard assumes a partially open window will attenuate against 13 dB(A) of noise)

The issue here is that if the plant noise has a tone this will require a 5dB (A) penalty to be added which will exceed BS8233 internal levels. In addition if there are garden amenity areas proposed for the development then the noise level above background would be over 10 dB (A), which under the British Noise standard BS4142 would indicate that 'complaints are likely'.

I therefore recommend the same noise condition for the proposed residential properties as the existing:

- For the period 07:00 to 23:00 hours the Rating Level of combined plant noise from the permitted development shall not exceed the minimum background noise level of 34 dB(A) by more than 3 dB(A) at any time when assessed as a 60 minute L_{Aeq} .

For the period 23:00 to 07:00 hours the Rating Level of combined plant noise from the permitted development shall not exceed the minimum background noise level of 28 dB(A) by more than 3dB(A) at any one time when assessed as a 5 minute L_{Aeq}

The Rating level shall be determined by measurement or calculation at the closest point of the boundary with the nearest proposed residential property. The measurements and assessments shall be carried out in accordance with BS4142 "Method of rating industrial noise affecting mixed residential and industrial areas".

b) Deliveries

No assessment has been provided regarding of the noise impacts likely to arise from vehicle deliveries. Such assessments can be difficult, however, as noise from deliveries tends to be of short duration. However, the impact of noise from deliveries can be reduced by placing restrictions on delivery times.

Given the proximity of the proposed residencies I recommend restricting vehicle delivery times (including internet deliveries) at the development to

07:00-22:00 Monday to Saturday
08:00-16:00 Sundays and Bank Holidays

c) Hours of opening

I recommend the hours of opening to the public for the retail units to be restricted to between

07:00-23:00- Monday to Saturdays
09:30-16:00- Sundays and Bank Holidays

4. Petrol Filling Station

The filling station will require an Environmental Permit with the Council if the annual throughput of petrol is likely to exceed 500 m³. From the number of pumps proposed I consider this will be highly likely.

Controls would need to cover both Stage 1 and Stage 2 vapour recovery. It is strongly recommended that Environmental Health are consulted prior to construction of the station to discuss proposed controls, location of underground tanks, pipe work and vent pipes.

5. Car Wash/Jet Wash

For the jet wash and car wash I recommend that a condition of hours of operation is imposed restricting the hours to between

08:00-22:00 on Mondays to Saturdays
10:00-17:00 hours on Sundays and Bank Holidays

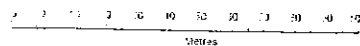
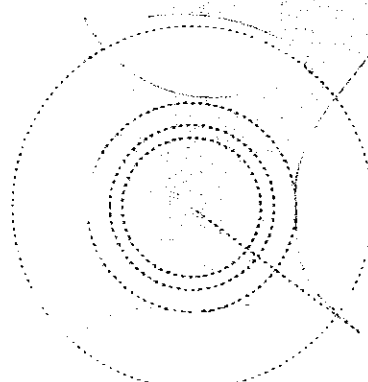
**Justin Hanson
Environmental Health Officer
Great Yarmouth Borough Council**

06/13/0025/F

TAMES PAGET
HOSPITAL

BRITISH RED CROSS

NO. 1 HOSPITAL



Scale = 1:2500 on A4

Reference: 06/13/0469/F**Parish:** Caister-on-Sea
Officer: Mrs M Pieterman
Expiry Date: 25-09-2013**Applicant:** Mrs H Stratford**Proposal:** Replace existing garden and decking with 3-storey 3-bed dwelling**Site:** 1 Coastguard Cottages (adjacent), Caister-on-Sea**REPORT****1. Background / History :-**

- 1.1 1 Coastguard Cottages is a late 19th/early 20th century end terraced two-storey terraced dwelling located almost on the beach and reached along an unmade up narrow track off Old Mill Road which in turn is at the eastern end of Beach Road. This area is made up of a tight-knit group of residential dwellings of various ages and styles/sizes. Adjoining the northern boundary is a caravan park and this joins the 'Never Turn Back' public house; beyond this is the beach and dunes which also run north to south along the eastern boundary of the property.
- 1.2 The site is located within village development limits and is not located within a flood zone, despite its proximity to the sea, although it is within the Coastal Protection area.

2. Consultations :-

- 2.1 Article 8 Notice/Neighbours: 2 letters of objection, 2 letters of support (it should also be noted that 1 additional letter of support was submitted, however, it has been alleged that it was not sent by the person named in the correspondence – this letter has now been withdrawn and an objection has been lodged in its place) Full copies are attached however; the main issues are outlined below:

Support:

Nice design
Will enhance the area
Will look good from the beach

Objection:

No new builds approved in this area for years;
Misleading application;
Others in the area have been refused previously
Underhanded and devious
Overloading of drainage system
Lack of integration into surrounding area

Uncharacteristic and out of place

Impact on surrounding area, residents and increased traffic using unmade up road

- 2.2 Parish Council: Object, cottage falls within 50 year erosion plan (full copy of comments attached)
- 2.3 Norfolk County Highways: No objection subject to the imposition of conditions
- 2.4 Coastal Manager: A full copy of his comments is attached however the main issues are as follows:
- Issue of proximity of structure to sea wall
 - There is a minimum of a 5m set-back line for any permanent structure
 - The foundation design should take into account the levels of the sea wall foundation
 - The development is within an area of possible erosion (as shown on the short-to medium term Shoreline Management Plan)
 - It is unlikely that it will not be significantly affected by coastal erosion before long-term predictions as noted in the SMP
 - Providing there is sufficient access to the defence structure and any permanent structures are constructed to a design which takes into consideration the foundations of both, then there would be no objection to this development.
- 2.5 Strategic Planning: no response received
- 2.6 Building Control: Building Regulations issues have been discussed with agent and are to be addressed at Building Control stage
- 2.7 GYBServices: No issues regarding refuse collection

3. Policy :-

3.1 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.

3.2 POLICY HOU15

ALL HOUSING DEVELOPMENT PROPOSALS INCLUDING REPLACEMENT DWELLINGS AND CHANGES OF USE WILL BE ASSESSED ACCORDING TO THEIR EFFECT ON RESIDENTIAL AMENITY, THE CHARACTER OF THE ENVIRONMENT, TRAFFIC GENERATION AND SERVICES. THEY WILL ALSO BE ASSESSED ACCORDING TO THE QUALITY OF THE ENVIRONMENT TO BE CREATED, INCLUDING APPROPRIATE CAR PARKING AND SERVICING PROVISION.

(Objective: To provide for a higher quality housing environment.)

Core Strategy- Emerging Policy

3.3 Policy CS1

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 support the creation of sustainable communities the Council will only support new development and investment that successfully contributes towards the delivery of:

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

Planning applications that accord with this policy and other policies within the Local Plan (and with policies in adopted neighbourhood plans, where relevant)

3.4 Policy CS8

The Great Yarmouth area is one of the top coastal tourist destinations in the UK. To maximise the benefits of this, the visitor economy needs to be diversified further and where possible, the season expanded. This will be achieved by:

- a) Encouraging the upgrading and enhancement of existing visitor accommodation and attractions to meet changes in consumer demands and encourage year-round tourism
- b) Safeguarding the existing stock of visitor holiday accommodation, unless it can be demonstrated that the current use is not viable or that the loss of some bed spaces will improve the standard of the existing accommodation
- c) Safeguarding key tourist, leisure and cultural facilities such as the Britannia and Wellington Piers, Pleasure Beach, Hippodrome, the Sea Life Centre, the Marina Centre, Great Yarmouth Racecourse and Gorleston Pavilion Theatre

d) Maximising the potential of existing coastal holiday centres; ensuring that there are adequate facilities for residents and visitors and enhancing the public realm where appropriate

e) Supporting the development of new high quality tourist, leisure and cultural facilities that are designed to a high standard, easily accessed and have good connectivity with existing attractions

f) Encouraging a variety of early evening and night time economy uses in appropriate locations that contribute to the vitality of the borough and that support the creation of a safe, balanced and socially inclusive evening/night time economy

g) Supporting proposals for the temporary use of vacant commercial buildings for creative industries, the arts and the cultural sector, where appropriate

h) Working with partners to support the role of the arts, creative industries and sustainable tourism sectors in creating a modern and exciting environment that will attract more visitors to the borough

i) Supporting proposals for new tourist attractions and educational visitor centres that are related to the borough's heritage, countryside and coastal assets and emerging renewable energy sector

j) Encouraging proposals for habitat-based tourism particularly where these involve habitat creation and the enhancement of the existing environment, in particular the areas linked to the Norfolk Broads

k) Protecting environmentally sensitive and rural locations from visitor pressure by ensuring that new quality tourist, leisure and cultural facilities are of a scale and type to the settlements place in the hierarchy in accordance with Policy CS2

l) Ensuring that all proposals are sensitive to the character of the surrounding area and are designed to maximise the benefits for the communities affected in terms of job opportunities and support for local services

m) Supporting proposals involving the conversion of redundant rural buildings to self catering holiday accommodation and/or location appropriate leisure activities; particularly where these would also benefit local communities and the rural economy

n) Working with partners to improve accessibility and public transport links to make it as easy as possible for visitors to travel to, and around the borough

3.5 Policy CS13

Significant parts of the borough are at risk from flooding which will increase with climate change. To ensure a sustainable and practicable approach to flood risk and coastal protection the Council will:

a) Direct development proposals away from areas of highest risk of flooding (Flood Zones 2, 3a and 3b) unless it can be demonstrated that:

- The requirements of the Sequential Test are met;
- Where applicable, the requirements of the Exceptions Test are met. A safe access/egress route throughout the duration of the flood event should be provided. However, if this is demonstrated as not being possible then evacuation will be considered as a means of making the development safe;
- A satisfactory Flood Response Plan has been prepared

b) Ensure that new developments on sites adjacent to defences provide adequate access for repairs, maintenance and upgrades and that the development will not affect the integrity of the defence. New development needs to take into account the Environment Agency's flood defence proposals so that future flood defence options are not compromised

c) Seek developer contributions towards flood alleviation and coastal erosion schemes, where required

d) Encourage the use of Sustainable Drainage Systems (SuDS) in all new developments

e) Ensure that new development takes in consideration the findings of the Surface Water Management Plan

f) Design flood protection and coastal erosion measures to enhance nature conservation and biodiversity interests, including where practical replacement habitats lost to coastal erosion

g) Locate new development away from areas at risk of coastal erosion as identified in the Kelling to Lowestoft Shoreline Management Plan (SMP). In addition Coastal Change Management Areas (CCMAs) will be defined for the areas of coastline where the SMP policy is for 'no active intervention' such as at Scratby and Hopton.

4. Assessment :-

- 4.1 The submitted application seeks approval for the erection of a modern, architect designed end of terrace three-storey dwelling, overlooking Caister beach with the lifeboat station to the south.
- 4.2 The proposed property is located at the eastern end of the existing terraced dwellings. The living spaces (kitchen, dining room and living room) are located at first floor level with the primary orientation of these looking south and east in order to make the most of the sea views. The dwelling will also incorporate passive solar design creating a low emission property.

- 4.3 The scale of the dwelling is commensurate to the adjacent and adjoining properties along the terrace with the adjoining eaves starting at the same level as the existing dwellings, with the roof-line then extending upwards.
- 4.4 Whilst the design is, undeniably, very different to the dwellings in the immediate area it would make a distinctive feature when viewed from the beach. Modern design can sit well with older features and many modern new build extension and buildings have been successfully incorporated into both the immediate and wider area in other places. It is therefore considered that the design would enhance the area and would sit well with the existing dwellings. There would be very little impact to the amenities of adjacent residents by way of overlooking or overshadowing due to orientation and scale.
- 4.5 There have been some objections received in relation to the proposed dwelling from a nearby neighbour and the Parish Council. These objections mostly relate to: the council ruling that no new builds could be erected on 'this' side of the old railway line; this is not an extension but a new house, hope that a local homeowner who has regularly fought against builds in this area will be listened to.
- 4.6 The Parish Council go on to say that there were a number of meetings held by Norfolk County Council in 2003/2004 to discuss coastal erosion which showed the expected erosion lines which was adopted as both Government and Norfolk County Council Policy that no residential or building development was carried out to the east of these erosion lines. There is no justification for the grant of planning permission for what appears to be an unviable proposition. There are questions as to how much damage will be done to the present sea wall by putting in new foundations. It is also a requirement that a 10ft maintenance area from the edge of the sea wall is kept for future maintenance.
- 4.7 In response to the above the Coastal Protection Manager has stated that some of the comments from the Parish Council may relate to an older Norfolk Structure Plan Policies. Indeed it should be noted that the Norfolk Structure Plan is no longer a valid planning document and therefore its contents cannot be taken into consideration. Consequently, it is necessary to look to the provisions of the existing local plan, the National Planning Policy Framework, and some very limited weight can be given to the emerging Core Strategy.
- 4.8 Nevertheless the site is shown to be within an area of possible erosion and it is unlikely that it will not be significantly affected by coastal erosion before the long-term predictions. However it should also be noted that from a Coastal maintenance point of view, providing there is sufficient access to the defence structure and any permanent structures are designed taking into consideration the foundations of both the sea wall and the proposed dwelling, then there is no objection to the proposal from the Coastal Protection Manager.
- 4.9 However the Coastal Protection Manager does go on to state that whilst an extension to the existing house would not increase community exposure to

the risk of coastal erosion, the new house with additional occupiers means that there is an increase in this risk and should be taken into consideration in line with the emerging policy CS13.

- 4.10 It has been suggested that the property could be used as a holiday home, and this temporary use would have a lesser impact on the amenities of adjacent residents, than a permanent residential property and there would be less issues with safety of residents in times of extreme weather. If members are minded to approve the application it could be conditioned that the property is to be used purely for holiday purposes if felt absolutely necessary.

5. RECOMMENDATION :-

- 5.1 Approve: The development is considered to accord with the provisions of the adopted Great Yarmouth Borough Wide Local Plan and the emerging policies of the Core Strategy, and the National Planning Policy Framework.
- 5.2 The Coastal Protection Manager has not overtly objected to the scheme, although he did note that the site could be affected by future erosion, however his main concerns relate to the use of foundations and its impact on the adjacent sea wall and that sufficient space be left for maintenance purposes and this can be conditioned if members are minded to approve the application.
- 5.3 On balance the scheme is considered an acceptable form of development whose unique and interesting design will add an unusual yet aesthetically and visually pleasing feature to this area and will not have a significant or adverse impact on the amenities of the area or adjacent residents.

Jill K. Smith

From: Helen Stratford [helen@molearchitects.co.uk]
Sent: 09 September 2013 10:51
To: Bernard C. Harris
Cc: Melanie Pieterman; jamessnelling@hotmail.com; meredith@molearchitects.co.uk
Subject: Planning Application REF 06/13/0469/F Parish Council Comments
Attachments: 1 Coastguard Cottages Parish Council Objection letter 130909.pdf; Coastal_Environment_005.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Harris

I received the attached copy of a letter from Caister on Sea Parish Council this morning.

The Council are objecting to the proposal on the grounds that Government and Norfolk County Policy regarding erosion lines states that no residential or building development be carried out to the east of erosion lines, and that the proposed development falls within this area.

This is in direct contradiction with our previous discussions. I have read the attached report which states that no measures are to be taken regarding sea defences in the area of the development.

From our discussions and email confirmation below I understood that you were happy with the proposal as it retains the existing fence / maintenance line. We understand that the new foundations will be designed in such a way to avoid any damage to the sea wall.

Please can you clarify this issue, the date for the planning application decision is the 25th September and we have until the 18th to make any comments on the Parish Council's objection.

I look forward to hearing from you

Kind Regards

Helen Stratford

Architect

Mole

Mole Architects Ltd
Floor 2, Burleigh House
52 Burleigh Street, Cambridge
CB1 1DJ
Ph/fax +44 (0)1223 913012
www.molearchitects.co.uk

Registered in England and Wales No. 4514104
Registered Office 41 St Mary's Street, Ely,
Cambridgeshire, CB74HF
VAT NO. 878 594057

From: Bernard C. Harris [mailto:bh@great-yarmouth.gov.uk]
Sent: 18 June 2013 14:00
To: Helen@molearchitects.co.uk
Subject: RE: Mole Architects- caister sea wall maintenance requirements

Helen/Meredith

Sorry for the delay in getting back to you on this. I have had a look at this proposal and the site details; I have also spoken with planning on this. I am ok with the location of the proposed extension as this does not reduce the working space (approximately 5m) between it and the sea wall. I would suggest that the design of the foundations considers the close proximity of the coast defence structure and take into account the stability of the extension should it be necessary to excavate at the sea wall. I do not think that moving the boundary fence closer to the wall would be helpful or match with the line of the other fence, but this is a matter for Planning.
If you have any question please give me a call.

Bernard Harris
Coastal Manager
Great Yarmouth Borough Council
01493 846512



From: Helen Stratford [mailto:helen@molearchitects.co.uk]
Sent: 18 June 2013 11:10
To: Bernard C. Harris
Subject: Mole Architects- caister sea wall maintenance requirements
Importance: High

Dear Bernard

We are progressing with the design for Caister.
Meredith sent you this email a couple of weeks ago, please can you send us your comments.

Our client James is intending to move the wall out towards the sea by a further two metres, and would like to enlarge the proposed house also from the attached proposals.

This would make a 3m strip between a new house and the location of the wall.
We are assuming a 3m distance is adequate for maintenance purposes
Please can you confirm via email or call me to discuss

Kind Regards
Helen Stratford

From: Meredith Bowles [mailto:meredith@molearchitects.co.uk]
Sent: 06 June 2013 16:38
To: 'bh@great-yarmouth.gov.uk'
Subject: Mole Architects- caister

Bernard

Many thanks for your time this morning.

Attached are some photos of the sea wall at Coastguard Cottages in Caister, and some that show the end of the row of cottages. Our client, James Snelling owns land that extends from the cottages out beyond the sea wall.

The PDF plans show the block plan, and some rough plans of a proposal that builds right up the existing fence line, which measures 5m away from the line shown on the ordnance survey that denotes the sea wall. This locations needs site verification, although from photo IMG 1300 the 5mloks about right.

James is intending to move the wall out towards the sea by a further two metres, and would like to enlarge the proposed house also from the attached proposals. This would make a 3m strip between a new house and the location of the wall.

Your comments would be gratefully received before we progress further with the design.

Regards

Meredith

Meredith Bowles AADipl RIBA
Director

Mole

Mole Architects Ltd
52 Burleigh Street
Cambridge CB1 1DJ
ph/fax +44 (0)1223 913012
www.molearchitects.co.uk

Winners: RIBA Award 2012

Winners: RIBA Spirit of Ingenuity Award 2012

Winner RIBA East Sustainability Award 2012

Registered in England and Wales No. 4514104
Registered Office George Court Bartholomew's Walk Ely CB7 4JW

United Kingdom
VAT NO. 878 594057

GREAT YARMOUTH BOROUGH COUNCIL



To: PARISH COUNCIL

From: Group Manager (Planning)

Date: 28th August 2013

PARISH: Caister On Sea 4
APPLICATION: 06/13/0469/F
PROPOSAL: Replace existing garden and decking with 3-storey 3 bed dwelling
LOCATION: 1 Coastguard Cottages (Adjacent) Coastguard Road Caister-on-Sea
Great Yarmouth
AGENT: Ms H Stratford
Mole Architects Floor 2 Burleigh House 52 Burleigh Street CB1 1DJ
APPLICANT Ms H Stratford
Mole Architects Floor 2 Burleigh House 52 Burleigh Street CB1 1DJ
CASE OFFICER: Mrs M Pieterman

I attach for your attention a copy of the application form and plans in respect of the above proposal. This is a Potential Delegated application.

Please let me have any comments you wish to make by 18th September 2013

Comments:

*Object - Please refer to attached letter
addressed to Mr D Minns*

CON_INT

This message is intended solely for the addressee. It might contain private or confidential information or material that is privileged. If it has come to your attention by error, you must take no action based on it, nor must you copy or show it to anyone. Please call us immediately and return the original to us. We will reimburse the cost.

CAISTER ON SEA PARISH COUNCIL

Mr A G Overill
Chairman

Mrs E Dyble
Clerk
79 Seafield Road North
Caister on Sea
Great Yarmouth
Norfolk NR30 5LG

Mr D Minns
Planning Officer
Great Yarmouth Borough Council
Town Hall
Great Yarmouth
Norfolk NR30 5DL

Telephone 01493 720893
Fax 01493 720893
Email: edyble.cpc@tiscali.co.uk

4th September 2013

Dear Sir

Planning Application 06/13/0469/F

During 2003/04 Norfolk County Council convened a series of meetings to discuss Coastal Erosion. The first meeting was held at Great Yarmouth Borough Council, Town Hall, the second at Caister Village Hall and the remaining five at the North Norfolk County Offices at Cromer. The conclusion of these meetings was held at Acle High School and was addressed by Professor O'Riordan from the University of East Anglia.

A comprehensive report was issued by a Company called 'Halerow'. This showed the proposed, expected erosion lines from Weybourne to North Lowestoft, this then became both Government and Norfolk County Council Policy that no residential or building development be carried out to the east of those erosion lines. This was on a 25, 50 and 100 year basis. Unfortunately the proposed development at 1 Coastguard Cottages falls well within this area and the cottages themselves fall within the 50 year erosion plan.

My Council cannot see any justification to grant this planning permission, to replace garden decking with a 3 storey development, which in our opinion does not seem a viable proposition. How much damage would be done to the present sea wall by putting in new foundations and bearing in mind the dreadful coastal erosion that has devastated the coastline earlier in the year, in particular both in Hemsby and Caister.

Further confirmation of the above Shoreline Management Committee meetings, can be obtained from Mr Bernard Harris, Great Yarmouth Borough Council and Councillor Shirley Weymouth who also attended those meetings.

It is also a requirement by Law that a 10ft maintenance area from the edge of the sea wall is kept for future maintenance.

Yours faithfully



E Dyble

Parish Clerk

Cc: Brandon Lewis, MP
Mr B Harris, GYBC
Mr R Peck, GYBC
Mr R Hanton, GYBC
Mrs S Weymouth, Shoreline Management Committee
Mr P Hacon, NCC

7 Coastguard Road
Caister-on-Sea
Great Yarmouth
Norfolk
NR30 5HF

Group Manager Planning
Great Yarmouth Borough Council

Dear Mr Minns

I wish to lodge a formal letter of opposition to planning application no 06/13/8469/F made for 1 coastguard road caister on sea. On the grounds outlined below.

- * This proposal is not an extension of existing Property / Terrace row but a complete extra new build tacked on and jammed into confines of plot with lack of imagination or compromise of design to sit with existing construction or surrounding properties.
- * Overboard Scale & lack of integration of this construction to the traditional feel of the area resulting in it looking totally out of character and out of place.
- * Impact to residents along the narrow access lane from Construction / delivery vehicles for the extended period that project of this magnitude will take And Extra traffic Involved on completion of this additional property
- * Potential damage to sea defences by construction work in close proximity to sea wall foundations
- * Concerns that what is a complete new extra property may impact on old overloaded drainage system
- * Devious and underhand methods employed by the proposer to acquire Approval Behind the backs and with no regard to views of residents in close proximity
- * Concerns that Proposer and partner is developing for maximum profit before moving on to another project leaving existing community with this out place out of character legacy.

I would like to convey that I have been and are still all in favour of Improvements and extensions to property's in our surrounding small community, these so far have been achieved with integration and in character with surrounding property's but done on a far smaller scale than proposed, causing as little disruption as reasonably possible to the residents along this narrow single track lane shared access from Manor road.

A project of this magnitude in my opinion, and probably would have been echoed by the residents down this road if they hadn't been kept in the dark about the prospect and scale of this construction, will be impossible to be achieved without extended continuous disruption from construction and delivery traffic for the huge amount of time that

construction and completion will take. Due to inability of anything larger than a small truck to navigate to the end of this small lane with sharp corners the Logistics of transporting the materials of this overblown project are mind boggling.

Surly it is the right of all of these residents to be informed at the start of this application and made aware of this potential disruption, inconvenience and increased wear and tear on this mostly unmade road. As this road is unadopted it is their own as is any repairs.

Proposed construction to the physical boundary of the plot shows arrogance of both proposer and proposed design, how this will impact sea wall foundations by the close proximity of the ground works for this build is unknown.

What impact will this close proximity of the completed build have on potential repair or strengthening work if in event in years to come a rethink on coastal erosion is implemented?

The Devious way this proposal has been handled, Scale and unwillingness to be sympathetic in design to existing surrounding traditional property's, or potential for damage to sea wall foundations shows a total lack of community spirit and could be classed as a one man's defiant two finger salute to the existing residents. I can only assume that he has no plans of becoming part of this small community and is only in this for self gratification and or maximum profit. Or indeed is this the work of a consortium? Both proposer and partner already own a high percentage of this Terrace row. Please feel free to pass this letter To Whom It May Concern including Mr Snelling and add this to public record in place of the bogus support posted online on your site in supposedly my name.

Yours sincerely

Neil Benns

Graham A. Clarke

From: Alli White
Sent: 21 September 2013 23:57
To: plan
Cc: edyble.cpc@tiscali.co.uk
Subject: Fwd: 06/13/0469/f coastguard cottages

To: "plan@great-yarmouth.gov.uk" <plan@great-yarmouth.gov.uk>
Subject: 06/13/0469/f coastguard cottages

I live at 7 coastguard road Caister NR30 5HF. I am only just aware that someone has put in planning application 06/13/0469/f at 1 coastguard cottages for a 3 bedroom end dwelling.

I have also been informed, the person who has put in the application has had friends sign something to say they have no objection. If you look at where these signatures are from I'm sure you will find such as Liam Jones lives Beresford road Caister which is nowhere near this planning application so he obviously has no objection. He's a friend of his and it's not in his back yard unlike mine! And 1 or 2 others I have spoken to too haven't seen the plans and have been misled by the owner of the property as the only details given was it was an extension to his boundary fence, not that it was a house being built on the end of the cottages. I have looked through planning applications and no new builds have been approved in this area for years, in fact the council did make a ruling that no new builds could be done this side of the old railway line, I was told by planning, a couple of years ago that this did still stand, and also because of coastal erosion which if I'm not mistaken, also will confirm that no builds could be approved until at least 2053/4 so why would he be able to build a house on the end of a row of cottages, and looking at the plans this is not just an extension, which is what he has told his neighbours, it is another house.

The owner of the property also has made it quite clear that he has now got friends in planning, and that this planning application is just a formality, from his so-called planning friends that no objections would be listened to. I really hope this is not the case. If this application was approved for a new build which is what it is, it is not an extension of what's there it looks nothing like what is there, I would also have to question why the planning application would be approved when so many others in previous years have been refused such as Williams and Watson, unless of course what he is saying about his friends is true. In which case if this is approved and home owners in the area aren't listened to then I will have no choice but to contact the local government ombudsman and ask for this to be looked into. I hope this is not necessary, and that as a local homeowner who has regularly fought against builds in this area will be listened to.

Many thanks
Allison White

Sent from my iPad

Application Reference

17/09/2013

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Liam Jones

Address 2 beresford road

Caister

Gt yarmouth

Norfolk

Post Code

Telephone

Email Address

For or Against

SUP

Support

Speak at Committee

☐

Really like the design. Think it would look great from the beach and a great view from inside the building. Would love to stay there.

Date Entered 17-09-2013

Internet Reference 10WPC99

ACK'D
19/9/13

Application Reference 05/13/0459/E

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Dr. Payal Patel

Address Numbers 2 & 3 Coastguard Cottages

Coastguard Road

Caister

Norfolk

Post Code

Telephone

Email Address

For or Against ☒ SUP ☐ SupportSpeak at Committee ☐

I support the application as it is a quality design and will cause little if any change to the use or enjoyment of my adjacent properties.

Date Entered 16-09-2013

Internet Reference 10WPC91

CAISTER ON SEA PARISH COUNCIL

Mr A G Overill
Chairman

Mrs E Dyble
Clerk
79 Seafield Road North
Caister on Sea
Great Yarmouth
Norfolk NR30 5LG

Mr D Minns
Planning Officer
Great Yarmouth Borough Council
Town Hall
Great Yarmouth
Norfolk NR30 5DL

Telephone 01493 720893
Fax 01493 720893
Email: edyble.cpc@tiscali.co.uk

4th September 2013

Dear Sir

Planning Application 06/13/0469/F

During 2003/04 Norfolk County Council convened a series of meetings to discuss Coastal Erosion. The first meeting was held at Great Yarmouth Borough Council, Town Hall, the second at Caister Village Hall and the remaining five at the North Norfolk County Offices at Cromer. The conclusion of these meetings was held at Acle High School and was addressed by Professor O'Riordan from the University of East Anglia.

A comprehensive report was issued by a Company called 'Halcrow'. This showed the proposed, expected erosion lines from Weybourne to North Lowestoft, this then became both Government and Norfolk County Council Policy that no residential or building development be carried out to the east of those erosion lines. This was on a 25, 50 and 100 year basis,. Unfortunately the proposed development at 1 Coastguard Cottages falls well within this area and the cottages themselves fall within the 50 year erosion plan.

My Council cannot see any justification to grant this planning permission, to replace garden decking with a 3 storey development, which in our opinion does not seem a viable proposition. How much damage would be done to the present sea wall by putting in new foundations and bearing in mind the dreadful coastal erosion that has devastated the coastline earlier in the year, in particular both in Hemsby and Caister.

Further confirmation of the above Shoreline Management Committee meetings, can be obtained from Mr Bernard Harris, Great Yarmouth Borough Council and Councillor Shirley Weymouth who also attended those meetings.

It is also a requirement by Law that a 10ft maintenance area from the edge of the sea wall is kept for future maintenance.

Yours faithfully


Parish Clerk

Cc: Brandon Lewis, MP
Mr B Harris, GYBC
Mr R Peck, GYBC
Mr R Hanton, GYBC
Mrs S Weymouth, Shoreline Management Committee
Mr P Hacon, NCC

Mel Pieterman
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

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

Your Ref: 06/13/0469/F
Date: 6 September 2013

My Ref: 9/6/13/0469
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Mel

**Caister on Sea: Replace existing garden and decking with 3-storey 3 bed dwelling
1 Coastguard Cottages (Adjacent) Coastguard Road Caister-on-Sea Great Yarmouth
NR30 5HF**

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

The direct access to the site is off Coastguard Road which is a single track private road with little room for passing, but is outside the jurisdiction of the Highway Authority.

However, in terms of access to the highway network I do have some reservations. Coastguard Road joins Old Mill Road (public highway) which is a narrow road subject to high levels of residential parking. Manoeuvring is therefore restricted as is visibility. Similarly the junction with Old Mill Road with Manor Road has very limited visibility, and due to adjacent residential properties and cafe, there is on street parking and pedestrian activity which together with restricted visibility could lead to potential conflicts.

Whilst there have been no recorded personal injury accidents within the last five years recorded at the junction this is likely to be more by good fortune, and to a certain extent the level of parking may help to restrict traffic speeds.

However, the junctions cater for primarily local traffic and access is likely to be primarily by local residents. Furthermore given the level of existing vehicular use the proposed development is unlikely to generate a material increase in traffic movements and whilst having reservations with regard to the highway access, I do not consider that I could sustain an objection on highway safety grounds alone in this case.

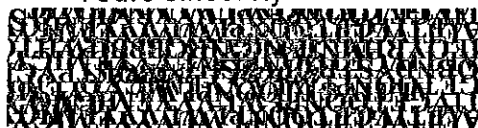
Accordingly I have no objections to the proposals, and whilst Coastguard Road is private, I would recommend that the following condition be attached to any grant of permission your Authority is minded to make.

Continued.../

SHC 24 Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking 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 and to ensure satisfactory development of the site

Yours sincerely

A rectangular area of the document has been completely redacted with a dense, black, pixelated pattern, obscuring the signature of the Highways Development Management & Licensing Officer.

Highways Development Management & Licensing Officer
for Director Environment, Transport and Development

4757

To: FAO Peter Stockwell
Churchill Road Great Yarmouth

Mv Ref. 06/13/0469/F

From: Development Control Manager

Date: 30th August 2013

Case Officer: Mrs M Pieterman
Parish: Caister On Sea 4

Development at:-

1 Coastguard Cottages (Adjacent)
Coastguard Road
Caister-on-Sea
Great Yarmouth

For:-

Replace existing garden and
decking with 3-storey 3 bed
dwelling

Applicant:-

Ms H Stratford
Mole Architects
Floor 2 Burleigh House
52 Burleigh Street
Burleigh Street Cambridge

Agent:-

Ms H Stratford
Mole Architects
Floor 2 Burleigh House
52 Burleigh Street
Burleigh Street Cambridge

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

Refuse Collection.

Please let me have any comments you may wish to make by 13th September 2013.

COMMENTS:

Bin area will need to be in plans.
will need to present bins with other
residents.

Can not see
any issue regarding
Refuse Collection.

ALL DOCUMENTS & PLANS CAN BE
VIEWED ON THE GYBC WEBSITE
USING THE FOLLOWING LINK

<http://planning.great-yarmouth.gov.uk/Oc4a3WebplanningSearch>

Page 80 of 189

EMAILED TO AGENT 3/9/13

To: Building Control Manager

My Ref: 06/13/0469/F

From: Development Control Manager

Date: 30th August 2013

Case Officer: Mrs M Pieterman
Parish: Caister On Sea 4

Development at:-

1 Coastguard Cottages (Adjacent)
Coastguard Road
Caister-on-Sea
Great Yarmouth

For:-

Replace existing garden and
decking with 3-storey 3 bed
dwelling

Applicant:-

Ms H Stratford
Mole Architects
Floor 2 Burleigh House
52 Burleigh Street
Burleigh Street Cambridge

Agent:-

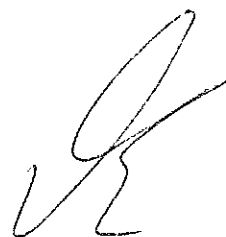
Ms H Stratford
Mole Architects
Floor 2 Burleigh House
52 Burleigh Street
Burleigh Street Cambridge

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

Please let me have any comments you may wish to make by 13th September 2013.

COMMENTS: AS A THREE STOREY PROPERTY THERE IS A REQUIREMENT FOR A PROTECTED STAIRWAY TO A FINAL EXIT AND THE FLOOR/CEILINGS REQUIRE A FULL 30 MINUTE FIRE RESISTANCE. AS THIS IS AN OPEN PLANE DESIGN IT DOES NOT COMPLY AT ALL WITH THE REQUIRED REQS. ROOF PITCH SLATES APPROX 20° SHALE WITH NOT COMPLY AND TO TILE DOWN TO THIS PITCH RAISES PROBLEMS. LOSS OF ~~EXISTING~~ EXISTING WINDOWS DOORS TO EXISTING MAKES THE EXISTING PROPERTY UNSAFE DTM

THE PROPOSED DRG SHOWS THE 2ND FLOOR
OF THE EXISTING REPEATED THE SAME
AS THE FIRST FLOOR, BUT NOT ON ELEVATION.
IS THIS CORRECT? IF SO THEN WITH
IMPACT PROJECT.



2-13

PV+ SOLAR PANELS MAY BE A
REQUIREMENT.

THIS AMOUNT OF GLAZED AREA
MAY BE PROBLEMATIC FOR THE
DESIGN TO GET THROUGH A
SAP AS SUCH THE OUTCOME
OF THE ENERGY ASSESSMENT MAY
IMPACT ON THE DESIGN WHICH
MAY IMPACT ON THE PLANNING.

Ian Ellis

From: Ian Ellis
Sent: 04 September 2013 10:23
To: 'Helen@molearchitects.co.uk'
Subject: RE: Planning Application REF 06/13/0469/F Building Control Comments

Morning,

Thank you for your comments on my comments so to speak.

I look at a lot of pre-submissions for our planning colleagues and the comments are generic and to highlight any future potential issues which may impact on any Planning permission granted.

From your comments you seem to be aware of the potential issues relating to this design so if this follows on at the Building Reg and construction phase there should not be any issue.

Regards

Ian Ellis BSc (Hons)
Building Control Surveyor
Great Yarmouth Borough Council

Telephone: 01493 846601
E-mail: ieq@great-yarmouth.gov.uk

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

Great Yarmouth Borough Council - Customer Focused, Performance Driven

From: Helen Stratford [mailto:helen@molearchitects.co.uk]
Sent: 03 September 2013 15:06
To: Ian Ellis
Cc: Melanie Pieterman
Subject: Planning Application REF 06/13/0469/F Building Control Comments

Dear Mr Ellis

RE: Planning Application REF 06/13/0469/F
Replace existing garden and decking with 3-storey 3 bed dwelling at 1 Coastguard Cottages (Adjacent)
Coastguard Road Caister-on-Sea Great Yarmouth.

Thank you for your comments on the above proposal dated 30th August 2013.
Please find attached comments in response to your notes.
Kind Regards
Helen Stratford

Architect

Mole

Mole Architects Ltd
Floor 2, Burleigh House

Ian Ellis

From: Ian Ellis
Sent: 04 September 2013 10:23
To: 'Helen@molearchitects.co.uk'
Subject: RE: Planning Application REF 06/13/0469/F Building Control Comments

Morning,

Thank you for your comments on my comments so to speak.

I look at a lot of pre-submissions for our planning colleagues and the comments are generic and to highlight any future potential issues which may impact on any Planning permission granted.

From your comments you seem to be aware of the potential issues relating to this design so if this follows on at the Building Reg and construction phase there should not be any issue.

Regards

Ian Ellis BSc (Hons)
Building Control Surveyor
Great Yarmouth Borough Council

Telephone: 01493 846601
E-mail: ieq@great-yarmouth.gov.uk

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

Great Yarmouth Borough Council - Customer Focused, Performance Driven

From: Helen Stratford [mailto:helen@molearchitects.co.uk]
Sent: 03 September 2013 15:06
To: Ian Ellis
Cc: Melanie Pieterman
Subject: Planning Application REF 06/13/0469/F Building Control Comments

Dear Mr Ellis

RE: Planning Application REF 06/13/0469/F
Replace existing garden and decking with 3-storey 3 bed dwelling at 1 Coastguard Cottages (Adjacent)
Coastguard Road Caister-on-Sea Great Yarmouth.

Thank you for your comments on the above proposal dated 30th August 2013.
Please find attached comments in response to your notes.

Kind Regards
Helen Stratford

Architect

Mole

Unit 2, Burleigh House
Floor 2, Burleigh House

Page 84 of 189

1

52 Burleigh Street, Cambridge
CB1 1DJ
Ph/fax +44 (0)1223 913012
www.molearchitects.co.uk

Registered in England and Wales No. 4514104
Registered Office 41 St Mary's Street, Ely,
Cambridgeshire, CB74HF
VAT NO. 878 594057

Ian Ellis

From: Helen Stratford [helen@molearchitects.co.uk]
Sent: 03 September 2013 15:06
To: Ian Ellis
Cc: Melanie Pieterman
Subject: Planning Application REF 06/13/0469/F Building Control Comments
Attachments: MOLE BC letter 130903.pdf

Dear Mr Ellis

RE: Planning Application REF 06/13/0469/F
Replace existing garden and decking with 3-storey 3 bed dwelling at 1 Coastguard Cottages (Adjacent)
Coastguard Road Caister-on-Sea Great Yarmouth.

Thank you for your comments on the above proposal dated 30th August 2013.
Please find attached comments in response to your notes.
Kind Regards
Helen Stratford

Architect

Mole

Mole Architects Ltd
Floor 2, Burleigh House
52 Burleigh Street, Cambridge
CB1 1DJ
Ph/fax +44 (0)1223 913012
www.molearchitects.co.uk

Registered in England and Wales No. 4514104
Registered Office 41 St Mary's Street, Ely,
Cambridgeshire, CB74HF
VAT NO. 878 594057

Mole

Our Ref_1210_06/13:0469 Building Control
03 September 2013

Mr I Ellis
Building Inspector
Building Control
Great Yarmouth Borough Council

Dear Mr Ellis
Planning Application REF 06/13/0469/F
Replace existing garden and decking with 3-storey 3 bed dwelling at 1 Coastguard Cottages (Adjacent) Coastguard Road Caister-on-Sea Great Yarmouth.

Thank you for your comments on the above proposal dated 30th August 2013. We will be submitting a Building Control Application in due course. In the meantime please find below comments in response to your notes. For clarity, I have separated the main concerns into 5 bullet-points.

1. Fire Escape from a 3-storey property

Your comments state that "As a three storey property there is a requirement for a protected stairway to a Fire Exit." However, the building has been designed to allow for an alternate escape from the top storey via an egress window which measures 1000mm x 1000mm and is 1000mm above floor level, to a terrace directly below which is less than 4.5m below floor level. Therefore following current guidance an enclosed stair is not required.

2. Roof tile pitch

Your comments state that "A pitch of 20 degrees in slate will not comply, and to tile down to this pitch raises problems." We are proposing dark grey slate or cement roof tiles. In our experience cement roof tiles (cement fibre slates from Marley Eternit) can be laid at minimum of 19 degrees pitch.

3. Adjacent property

Your comments on the adjoining property are correct in that there is a slight discrepancy in the drawings which do show a repeated plan for the adjacent property. However the amendments to the property which is within our client's ownership are shown on the planning drawings which show the existing plans at ground floor level and the existing elevations at all levels indicating that the doors at first floor will be filled in.

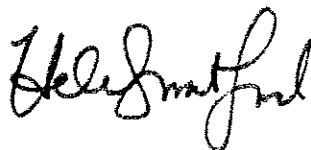
4. PV / Solar Panels

PV or solar panels can be accommodated within the scheme if required

5. Glazed Area

Your comments state that "This amount of glazed area may be problematic for the design to get through SAP." We have experience of dwellings with higher levels of glazing meeting required SAP due to high levels of building material specification /compensatory construction methods and do not envisage a problem.

Please do not hesitate to contact me if you have any further comments.
Kind regards

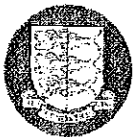
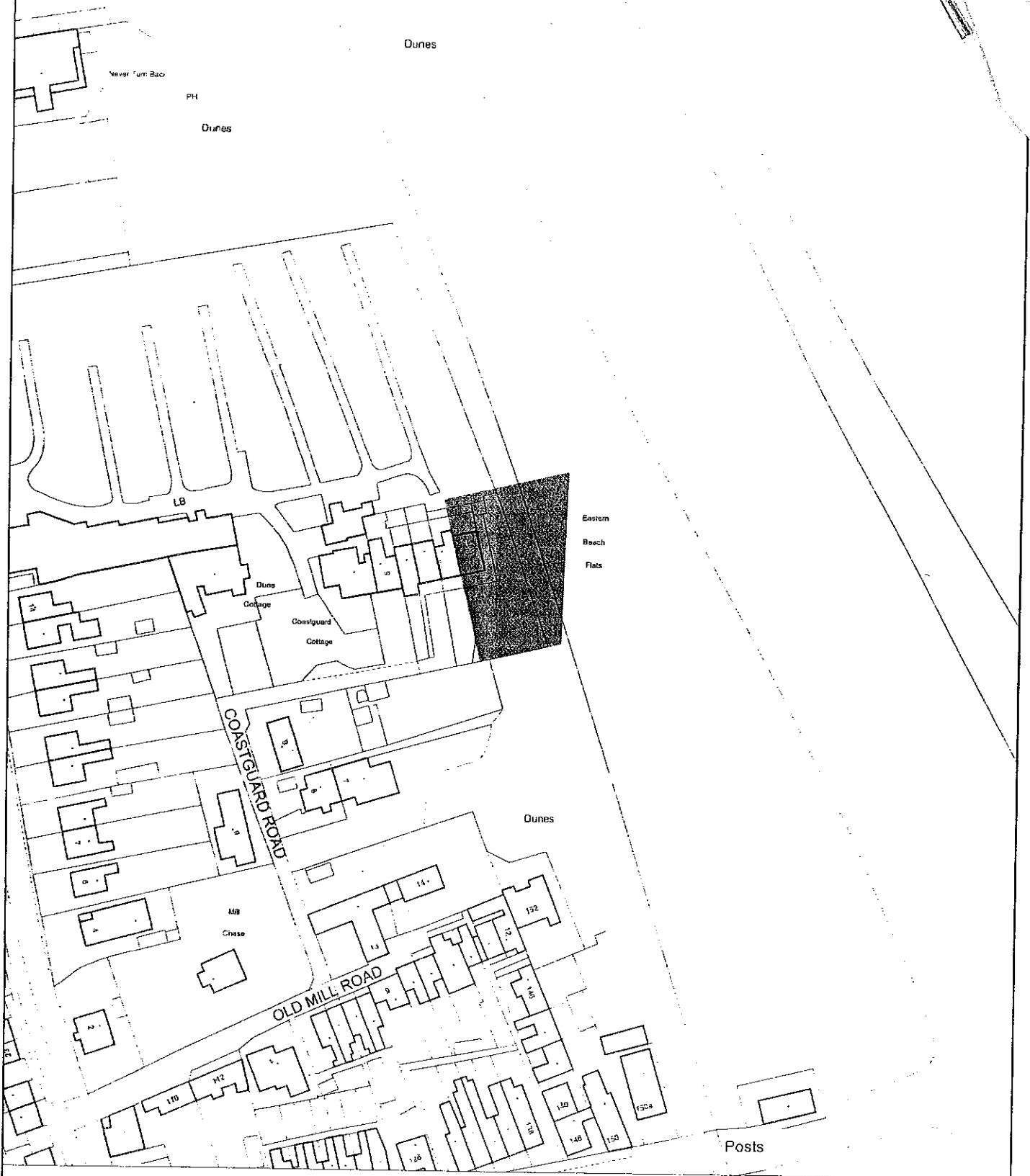


Helen Stratford
Architect

Mole Architects Ltd, Floor 2, 52 Burleigh Street, Cambridge, Cambridgeshire, CB1 1DJ,
ph/fax (+44) 01223 913012 studio@molearchitects.co.uk www.molearchitects.co.uk

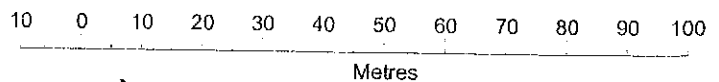
Registered in England and Wales No. 4514104. Registered office 41 St Mary's Street, Ely Cambridgeshire, CB7 4HF. VAT NO. 378 594057

06/13/0469/F



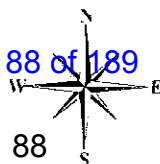
GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Business Services,
Town Hall, Great Yarmouth,
Norfolk. NR30 2QF



Scale = 1:1250 @ A4

Page 88 of 189



© Crown copyright and database rights [2013]
Ordnance Survey [100018547]

Reference: 06/13/0274/F

Parish: Martham

Officer: Mrs M Pieterman

Expiry Date: 04-07-2013

Applicant: Billockby Farms Limited

Proposal: Re-submission: change of use from employment land to residential and the development of 3 No. 4 bedroom 'barn style' dwellings

Site: Back Lane/ Hemsby Road, Martham

REPORT

1. Background / History :-

- 1.1 The land subject to this application is located towards the eastern end of the village with the main access being off Hemsby Road, although there is some limited access off Back Lane. The area is mixed in nature with residential barns, some small industrial units and a larger industrial unit to the north east, and a medical centre.
- 1.2 The land subject to this application is currently vacant following the demolition of the building that originally stood on the site and it is fenced off from the main industrial sites although there is no definition or division between the site and the existing barns to the west.
- 1.3 The land is not within defined village development limits and is designated as being suitable for employment/commercial within the current local plan and this designation for employment/commercial use is proposed to move forwards into the emerging core strategy.
- 1.4 The submitted application seeks a departure from this designation to allow the construction of 3 No. 4 bedroom 'barn style' dwellings with associated parking and amenity space. The site has a long history of applications for similar development and these previous applications are outlined below:

06/06/0253/F: Erection of five residential dwellings and demolition of existing buildings – withdrawn

06/06/0927/F: Erection of five residential dwellings and demolition of existing buildings – refused

06/10/0029/F: Change of use from employment land to residential and the development on 3 no. 4 bedroom 'barn style' dwellings – withdrawn

06/10/0415/F: Change of use from employment land to residential and the development on 3 no. 4 bedroom 'barn style' dwellings – refused

06/12/0753/F: Change of use from employment land to residential and the development on 3 no. 4 bedroom 'barn style' dwellings - refuse

2. Consultations :-

- 2.1 Article 8 Notice/Neighbours: 1 letter received concerning shared access (full copy of comments attached)
- 2.2 Norfolk County Highways: re-submission has addressed previous concerns of the Highway Authority, no objection to amended plans subject to the imposition of conditions (full copy of comments attached)
- 2.3 Parish Council: object (full copy of comments attached)
- 2.4 Building Control: No apparent implications under Building Regulations with regard to planning
- 2.5 Environmental Health: No response received
- 2.6 Conservation Officer: scheme can be supported
- 2.7 Norfolk Historic Environment Service: Conditions to be attached
- 2.8 GYBServices: No objection
- 2.9 Environment Agency: No objection subject to conditions concerning contaminated land and remediation strategy
- 2.10 Norfolk Fire Service: No objection
- 2.11 Natural England: No objection
- 2.12 Strategic Planning: Object to the proposal – contrary to current and emerging local plan policy.

3. Policy :-

- 3.1 POLICY NNV5

IN THE AREAS AROUND SETTLEMENTS SHOWN ON THE PROPOSALS MAP AS 'LANDSCAPE IMPORTANT TO THE SETTING OF SETTLEMENTS' THE COUNCIL WILL PERMIT DEVELOPMENT PROVIDED A DEVELOPER CAN DEMONSTRATE ESSENTIAL NEED OR THAT THE DEVELOPMENT WOULD NOT IMPINGE ON THE PHYSICAL SEPARATION BETWEEN SETTLEMENTS PARTICULARLY BETWEEN GREAT YARMOUTH AND CAISTER AND GORLESTON AND HOPTON WHICH ARE MAJOR GATEWAYS TO THE TOWN, OR GIVE RISE TO ANY OTHER SIGNIFICANT ADVERSE IMPACT.

(Objectives: To protect the setting of settlements and prevent urban sprawl.)

3.2 POLICY HOU10

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

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

- I. THE DWELLING MUST BE REQUIRED FOR THE PURPOSE STATED
- II. IT WILL NEED TO BE DEMONSTRATED THAT IT IS ESSENTIAL IN THE INTERESTS OF GOOD AGRICULTURE OR MANAGEMENT THAT AN EMPLOYEE SHOULD LIVE ON THE HOLDING OR SITE RATHER THAN IN A TOWN OR VILLAGE NEARBY
- III. THERE IS NO APPROPRIATE ALTERNATIVE ACCOMMODATION EXISTING OR WITH PLANNING PERMISSION AVAILABLE EITHER ON THE HOLDING OR SITE IN THE NEAR VICINITY
- IV. THE NEED FOR THE DWELLING HAS RECEIVED THE UNEQUIVOCAL SUPPORT OF A SUITABLY QUALIFIED INDEPENDENT APPRAISOR
- V. THE HOLDING OR OPERATION IS REASONABLY LIKELY TO MATERIALISE AND IS CAPABLE OF BEING SUSTAINED FOR A REASONABLE PERIOD OF TIME (IN APPROPRIATE CASES EVIDENCE MAY BE REQUIRED THAT THE UNDERTAKING HAS A SOUND FINANCIAL BASIS)

- VI. THE DWELLING SHOULD NORMALLY BE NO LARGER THAN 120 SQUARE METRES IN SIZE AND SITED IN CLOSE PROXIMITY TO EXISTING GROUPS OF BUILDINGS ON THE HOLDING OR SITE
- VII. A CONDITION WILL BE IMPOSED ON ALL DWELLINGS PERMITTED ON THE BASIS OF A JUSTIFIED NEED TO ENSURE THAT THE OCCUPATION OF THE DWELLINGS SHALL BE LIMITED TO PERSONS SOLELY OR MAINLY WORKING OR LAST EMPLOYED IN AGRICULTURE, FORESTRY, ORGANISED RECREATION OR AN EXISTING INSTITUTION IN THE LOCALITY INCLUDING ANY DEPENDANTS OF SUCH A PERSON RESIDING WITH THEM, OR A WIDOW OR WIDOWER OF SUCH A PERSON
- VIII. WHERE THERE ARE EXISTING DWELLINGS ON THE HOLDING OR SITE THAT ARE NOT SUBJECT TO AN OCCUPANCY CONDITION AND THE INDEPENDENT APPRAISOR HAS INDICATED THAT A FURTHER DWELLING IS ESSENTIAL, AN OCCUPANCY CONDITION WILL BE IMPOSED ON THE EXISTING DWELLING ON THE HOLDING OR SITE
- IX. APPLICANTS SEEKING THE REMOVAL OF ANY OCCUPANCY CONDITION WILL BE REQUIRED TO PROVIDE EVIDENCE THAT THE DWELLING HAS BEEN ACTIVELY AND WIDELY ADVERTISED FOR A PERIOD OF NOT LESS THAN TWELVE MONTHS AT A PRICE WHICH REFLECTS THE OCCUPANCY CONDITIONS

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

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

3.3 POLICY HOU15

ALL HOUSING DEVELOPMENT PROPOSALS INCLUDING REPLACEMENT DWELLINGS AND CHANGES OF USE WILL BE ASSESSED ACCORDING TO THEIR EFFECT ON RESIDENTIAL AMENITY, THE CHARACTER OF THE ENVIRONMENT, TRAFFIC GENERATION AND SERVICES. THEY WILL ALSO BE ASSESSED ACCORDING TO THE QUALITY OF THE ENVIRONMENT TO BE CREATED, INCLUDING APPROPRIATE CAR PARKING AND SERVICING PROVISION.

(Objective: To provide for a higher quality housing environment.)

3.4 Emerging Core Strategy Policy CS6 (b)

The Borough of Great Yarmouth has a diverse local economy. It is the main service base in England for the offshore energy industry and has a thriving seasonal visitor economy. To ensure that the conditions are right for new and existing businesses to thrive and grow we need to continue to strengthen the local economy and make it less seasonally dependant. This will be achieved by:

B) Safeguarding existing local employment areas identified in Table 9 for employment use (in this instance the land is identified as EL7 Hemsby Road, Martham). Alternative uses will only be allowed where it can be demonstrated that:

- There is a sufficient range of suitable and available employment sites in the local area
- There is a satisfactory relationship between the proposed use and the pre-existing neighbouring uses, without significant detriment to the continuation and amenity of existing or proposed uses
- There is no commercial interest in the re-use of the site for employment, demonstrated by suitable marketing at an appropriate price for at least 18 months
- A sequential viability test has been applied following unsuccessful marketing of the site, based on the following sequence of testing: mixed use of the site that incorporates an employment generating use, then non-employment use.

3.5 National Planning Policy Framework

The NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach

to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- Support the sustainable growth and expansion of all types of business and enterprise in rural area, both through conversion of existing buildings and well designed buildings.

However, the NPPF also states that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

4. Assessment :-

- 4.1 As stated in paragraph 1.3 above, the land subject to this application is located within an area designated as being suitable for local employment. It is also outside any village development limits for residential developments as defined in the Great Yarmouth Borough Wide Local Plan. The site used to contain some old sheds/workshops/former agricultural buildings however these have since been cleared and the site is covered in scrub grass. A 2m high close board fence has been erected along the eastern boundary thereby dividing the application site from the nearby industrial building and associated parking. The scrub land to the rear of the site has been submitted for consideration under SHLAA although there is not decision on its suitability yet.
- 4.2 The application seeks approval for the erection of 3 barn style single storey dwellings which have been designed to reflect the adjacent Manor Farm Barns residential development, which directly adjoins the application site to the west. However it should be noted that these were conversions and not new build properties and as such, are subject to different policies.
- 4.3 Whilst there are no issues with the overall design of the scheme, which is well-designed and appropriate to the immediate residential dwellings it remains that the land in question is designated for employment use within the local plan and, more importantly, it remains so within the emerging Core Strategy, which is to replace the local plan within the next 2 years or so.
- 4.4 Consultations were carried out concerning housing and employment land and this site was earmarked to remain in employment use and no objections were received to the contrary or arguing why it should be removed from the local

plan and therefore the designation has been carried forwards. As such this development is considered to be a departure from policy.

- 4.5 Following the latest refusal of the scheme (Ref: 06/12/0753/F: Change of use from employment land to residential and the development on 3 no. 4 bedroom 'barn style' dwellings) there were discussions between your officers (Development Control and Strategic Planning) and the agents to ascertain if there was a way forwards with this scheme. It was stated by your officers that for any scheme to be taken seriously then a robust and thorough economic viability study and proof of significant attempts at marketing should be submitted with any future application. Although some evidence was submitted it is somewhat scant, some of it is outdated as it was carried out 10 years ago and there were some discrepancies and therefore it is your officer's opinion that this is insufficient to warrant overriding the clear policy objection that this scheme has elicited.
- 4.6 Whilst it is undeniable that the scheme would sit well with the immediate residential barn development in terms of scale and design and would not have a significant or adverse impact on the visual amenities of the area or the adjacent residents it remains that the scheme is considered contrary to both current and emerging local plan policy.

5. RECOMMENDATION :-

- 5.1 Refuse: as stated above it is considered that insufficient evidence has been produced to warrant a departure from policies HOU10, HOU15 & NNV5 of the adopted Great Yarmouth Borough Wide Local Plan and policy CS6(b) of the emerging Core Strategy and is contrary to the provisions of the National Planning Policy Framework.

ACK 4/10/13

SSAF WINDOW FILMS LTD

Window Films • Window Graphics • Signage • Digital Printing

Workshop 21, Hemsby Road, Martham Gt Yarmouth, Norfolk NR29 4QG

Tel: 01493 749174 Fax: 01493 749175

Email: sales@ssafwindowfilms.com Web: www.ssafwindowfilms.com

Planning & Business Services
Development Control
Town Hall, Hall Plain
Gt Yarmouth
NR30 2QF

25th September 2013

Dear Sir

CL/13/0274/F

Application:-03/12/0753/F



I refer to the above application, which I understand goes to committee in October.

I am happy to support this application with the following proviso - the access road must be in place and complete before building starts.

This was discussed and agreed with the land owner and I am pleased to support the application on these grounds.

Yours faithfully

S R Ashton
Director

MR C CHAPMAN and MRS W CHAPMAN
5 MANOR FARM BARNS
BACK LANE MARTHAM
NR29 4LJ

Will be supporting the COU from employment land to residential & development for 3 barn style dwellings at back lane.
We have been for the change on 3 previous applications, and hope this time it is granted.

Yours faithfully,
MR & MRS C CHAPMAN.

Elaine Helsdon

From: Albone, James [james.albone@norfolk.gov.uk]
Sent: 24 July 2013 17:33
To: plan
Subject: 06/13/0274/F Back Lane, Martham

Our Ref: CNF40883_4

Dear Mrs Penn,

RE: 06/13/0274/F Back Lane, Martham

The proposed development site lies in the vicinity of a possible prehistoric barrow known from place-name evidence and at the site of a medieval or later manor. Consequently there is potential that heritage assets with archaeological interest (buried archaeological remains) may be present at the site and that their significance will be affected by the proposed development.

If planning permission is granted, we therefore ask that this be subject to a programme of archaeological work in accordance with *National Planning Policy Framework* para. 135. We suggest that the following conditions are imposed:-

A) No development shall take place until an archaeological written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

and,

B) No development shall take place other than in accordance with the written scheme of investigation approved under condition (A).

and,

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

Norfolk County Council Historic Environment Service will issue a brief for the programme of archaeological work when required.

If you have any questions or would like to discuss our recommendations, please do not hesitate to contact me.

Yours sincerely
James Albone

Page 98 of 189

Jill K. Smith

From: Martham Clerk [marthamclerk@btinternet.com]
Sent: 12 July 2013 11:23
To: plan
Cc: 'Paul Hooper'
Subject: 06/13/0274/F Back Lane Martham, Revised Drawings.

Dear sirs,

The council have discussed the above application – Change of use from employment land to residential and the development of 3 No. 4 Bedroomed homes. Back Lane, Martham and consider that the original issues with this application have not been satisfactorily addressed by the revisions to the drawings, and the change of access to the business unit currently there is totally unsuitable.

The primary access for this development is NOT on Back Lane but is on Hemsby Road. The application is misleading.

The Back Lane secondary access is through a private driveway which is barriered and locked.

The drive detailed is currently used as access to an industrial unit – the use of a shared driveway with the space detailed on these plans may well be unsuitable for future businesses who may use the site - the access to the units should not be altered in any way that is detrimental to businesses who may be operating from there.

There are concerns over visibility on access/exit of the units – there is a bus stop immediately between the two proposed roads. They are opposite the Doctors Surgery. There remains insufficient access to the houses for service vehicles i.e. bin collection, as the new arrangement does not have a large enough space. There are concerns over emergency vehicle access along this track to the properties.

Many thanks

Sarah Hunt
Clerk.

From: The Strategic Planning Manager

To: Mrs L V Penn

Ref: 06/13/0274/F

Development at: Back Lane, Martham, Great Yarmouth, Norfolk

For: Re-submission - COU from employment land to residential and the development of 3 no 4 bedroom barn style dwellings

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

The site lies adjacent to conservation area no 8: Martham.

The site is designated as employment land although **Policies EMP14-15** which would usually apply may not be relevant as they relate to proposals for general industrial uses and warehousing.

Policy NNV5 applies as the site is on landscape important to the setting of settlements.

The site lies outside the village development limit therefore **Policy HOU10** applies relating to permission for new dwellings in the countryside.

Policy HOU15 applies relating to the effects of new development on residential amenity, the character of the environment, traffic generation and services.

Emerging Policies – Draft Core Strategy (2013)

Policy CS6 of the emerging Great Yarmouth Borough Council Core Strategy (2013) safeguards the site for employment use. The policy aims to safeguard existing local employment areas for employment use and will only release sites if it can be demonstrated that the proposed new development would generate the same number or more permanent jobs than could be expected from the existing employment use.

National Policy: National Planning Policy Framework (NPPF)

The NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;

However, the NPPF also states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

Strategic Planning Recommendation

The proposals seek to develop 3 residential dwellings on land currently designated for employment use that lies outside of Martham's village development limit. As the applicant is yet to demonstrate that the proposed new development would generate the same number or more permanent jobs than could be expected from the existing employment designation, the proposal is viewed as contrary to both saved local plan **Policy HOU10** and **Policy CS6** of the emerging Core Strategy.

For this proposal to be deemed acceptable the applicant would need to prove that there is no reasonable prospect of the site being used for employment purposes and that a change in designation is acceptable. However, this is unlikely as Great Yarmouth Borough Council's Strategic Housing Land Availability Assessment (2012) has identified the site as 'not currently developable' and has highlighted developable residential land adjacent to the site as well as in other areas of Martham.

WG 10/07/13

Lesley V. Penn

From: Kirsty Stokes
Sent: 27 June 2013 08:45
To: Lesley V. Penn; Kim Balls
Subject: RE: Planning Application 06/13/0274/F New "barn style" dwellings on land off Hemsby Road/Back Lane, Martham

Lesley,

Not sure who is allocated this as of yet. Regardless I would suggest that you look at emerging Policy CS6 b) although this policy has been amended to strengthen it slightly although as the amendment has not been consulted on as of yet it has no weight and Para 22 of the NPPF.

For reference the proposed amendment states that alternative uses will only be acceptable where it can be demonstrated that:

- there is a sufficient range of suitable and available employment sites in the local area
- there is a satisfactory relationship between the proposed use and any pre-existing neighbouring uses, without significant detriment to the continuation and amenity of existing or proposed uses
- there is no commercial interest in the re-use of the site for employment, demonstrated by suitable marketing at an appropriate price for at least 18 months

A sequential viability test has been applied following the unsuccessful marketing of the site, based on the following sequence of testing: mixed use of the site that incorporates an employment-generating use, then non-employment use

This amendment is being made in response to a comment by Castle City Estates (see below):

In respect of policy CS6 (b), and in accordance with National Planning Policy Framework Paragraph 22, our client's seek amendments to the wording of this policy so that in cases where no economically viable employment development can be brought forward or sustained on safeguarded employment sites, then alternative uses may be sought where such uses would provide economic growth in the form of new jobs and investment into the area. This would be particularly appropriate where sites allocated for employment use are vacant and therefore not contributing to the local economy.

Kind regards,

Kirsty Stokes
Senior Strategic Planner
Great Yarmouth Borough Council

Telephone: 01493 846626
E-mail: kirsty.stokes@great-yarmouth.gov.uk

Website: www.great-yarmouth.gov.uk

Correspondence Address: Strategic Planning, Housing and Regeneration, Town Hall, Hall Plain, Great Yarmouth, Norfolk, NR30 2QF

Great Yarmouth Borough Council - Customer Focused, Performance Driven

From: Lesley V. Penn
Sent: 26 June 2013 16:53

Page 102 of 189

10021 K. 287

Mr Stockwell
Great Great Yarmouth

ALV Ref: 06-13-0274-F

Development Control Manager

Date:

25th June 2013

Case Officer: Mrs L V Penn

Parish: Marham 13

Development at:-

Back Lane
Marham
Norfolk
NR29

For:-

Re-submission - COU from
employment land to residential
& development of 3 No 4
bedroom Barn Style dwellings

Applicant:-

Billockby Farms Limited
Billockby Hall
Billockby,
Great Yarmouth

Agent:-

Ben Woodings
51 Yarmouth Road
Thorpe St Andrew
Norwich
Norfolk

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

REFUSE COLLECTION

Please let me have any comments you may wish to make by 9th July 2013.

COMMENTS: This will need to be presented

to the parish council. The private road
will be shown on the map. The parish council
will be asked to consider the collection.

ALL DOCUMENTS & PLANS CAN BE
VIEWED ON THE G-GL WEBSITE
USING THE FOLLOWING LINK

Email from Ben Woodings with amended plans following our meeting for the access at the barn-type development off Hemsby Rd (Back Lane), Martham. Your comments will be appreciated.

Thanks
Lesley

From: Ben Woodings [mailto:ben.woodings@chaplinfarrant.com]
Sent: 03 July 2013 14:17
To: Lesley V. Penn
Cc: Henry; Mark Nolan
Subject: #4332 3no dwellings - Martham - reference number 06/13/0274/F

Dear Lesley

Re: 3no new 'barn style' dwellings - Martham - app ref: 06/13/0274/F

Please find attached the revised site plan drawing 4332-052A for the above application which we trust are in accordance with our recent correspondence and site meeting.

To summarise the changes to the application:

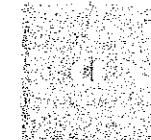
- A junction has been introduced half way up the access road to serve the adjacent business premises.
- The start of the access road has been widened and moved further east to better accommodate commercial vehicles coming to and from Hemsby Road.
- A visibility splay has been established at the minor junction serving the adjacent business to enable commercial vehicles to see residential car movements.

The D&A Statement has been updated to reflect the above and in addition a small error in the blue line boundary has been corrected on the site location plan drawing 4332-051A which we assume is de minimis.

Please do not hesitate to contact us should you have any queries.

Regards

Ben Woodings
Architect
Chaplin Farrant Limited



Chaplin Farrant Limited
51 Yarmouth Road
Norwich
NR7 0ET

Tel: 01603 700000
Fax: 01603 700001
office@chaplinfarrant.com
www.chaplinfarrant.com

Message from:
ben.woodings@chaplinfarrant.com
Message to:
mark.nolan@chaplinfarrant.com,
henryalston@billockbyfarms.co.uk,
lvp@great-yarmouth.gov.uk

Attached files: 3

This e-mail and any files transmitted with it are confidential and intended solely for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake.

This e-mail and any files transmitted with it are confidential and intended solely for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake.

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

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

Lesley Penn
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Your Ref: 06/13/0274/F
Date: 8 July 2013

My Ref: 9/6/13/0274
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Lesley

**Martham: Re-submission - change of use from employment land to residential and the development of 3 No 4 bedroom 'Barn style' dwellings
Back Lane Martham Norfolk NR29 4QQ**

With reference to the revised drawings submitted following our meeting with the applicant and agent on 25 June 2013, I would confirm that the revisions reflect the decision made at that meeting and are acceptable in highway terms.

It should be noted that the proposal includes improvements to an existing vehicular access to serve the proposed development. This work is within the public highway and can only be carried out by Norfolk County Council. However, this work could be conducted by the applicant if they are prepared to enter into an appropriate agreement with the Highway Authority. Within this response these works have been classed as offsite highway works, and further details can be supplied to the applicant in due course.

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

- SHC 10 Prior to the commencement of the use hereby permitted the residential vehicular access (indicated for improvement on drawing number 502 Rev A) shall be upgraded / widened to a minimum width of 5.5 metres and provided with kerb radii of 6 metres in accordance with the Norfolk County Council residential access construction specification for the first 10 metres as measured back from the near channel edge of the adjacent carriageway. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

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

Continued.../

- SHC 11A Notwithstanding the submitted details unless otherwise agreed in writing by the Local Planning Authority the proposed access road shall be maintained in perpetuity at a minimum width of 5.5 metres for a length 40m and shall be constructed perpendicular to the highway carriageway for a minimum length of 10 metres all 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 1995, (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 15 Means of vehicular access to and egress from the development hereby permitted shall be derived from and to the C454 Hemsby Road only.

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

- SHC 19V Prior to the first occupation of the development hereby permitted a visibility splay for the residential access shall be provided in full accordance with the details indicated on the approved plan (drawing no. 502 Rev A). The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

- SHC 24 Prior to the first occupation of the development hereby permitted the proposed access, on-site car 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.

- SHC 39A Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site highway improvement works as indicated on drawing number 502 Rev A have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

Continued.../

SHC 39B Prior to the commencement of the use hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

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

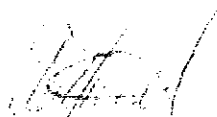
SHC 50 An appropriate automatic vehicle access barrier shall be provided to the existing residential development accessed off Back Lane to allow access to residents of the existing development only. No vehicular access rights for residents of the development hereby permitted shall be granted. The landlord shall keep a record to whom access keys have been issued. The type of barrier shall be to the satisfaction of the LPA in consultation with the Highway Authority. Reason: In the interests of highway safety and traffic movement.

Inf. 1 It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained and typically this can take between 3 and 4 months. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact Stuart French on 0344 800 8020

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

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

Yours sincerely



Highways Development Management & Licensing Officer
for Director Environment, Transport and Development

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

Our ref: AE/2013/115658/02-L01
Your ref: 06/12/0753/F
Date: 13 February 2013

COPY

Dear Sir/Madam

**CHANGE OF USE FROM EMPLOYMENT LAND TO RESIDENTIAL AND THE
DEVELOPMENT OF 3 NO 4 BEDROOM 'BARN STYLE' DWELLINGS BACK LANE
MARTHAM GREAT YARMOUTH NORFOLK**

Further to my letter of 5 February 2013 we have received additional information from Mr Ben Wooding, agent to the applicant that shows that the demolished buildings we believed to be a source of potential groundwater contamination are outside of the development site. Mr Wooding has also confirmed that although the land is described as employment land it has remained unused since it ceased to be used for agricultural purposes.

This new information leads us to believe that the risk to controlled waters is reduced and we are able to remove our request for conditions 1, 2 and 3 as described in previous letter. We would request that Condition 4, contamination not previously identified, is attached to any planning permission. Our advisory comments on SuDS and environmental permitting for the private treatment plant remain pertinent.

I have sent you a copy of Mr Woodings email for your records.

Yours faithfully

Mr GRAHAM STEEL
Planning Liaison Officer

Direct dial 01473 706 732

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

Our ref: AE/2013/115658/01-L01
Your ref: 06/12/0753/F
Date: 05 February 2013

COPY

Dear Sir/Madam

**CHANGE OF USE FROM EMPLOYMENT LAND TO RESIDENTIAL AND THE
DEVELOPMENT OF 3 NO 4 BEDROOM 'BARN STYLE' DWELLINGS**

BACK LANE MARTHAM GREAT YARMOUTH NORFOLK

Thank you for consulting the Environment Agency on this application received on 14 January 2013. We have reviewed the submitted information and make the following comments.

Controlled waters

The site is underlain by the drift deposits comprising Sand and Diamicton, both belonging to the Happisburgh Glacigenic Formation. The former is designated as a Secondary A Aquifer, while the latter is designated as Unproductive Strata. The drift deposits are underlain by the solid geology of the Crag Group designated as a Principal Aquifer, which forms a part of the Broadland Rivers Chalk and Crag Drinking Water Protected Area (DrWPA). A number of ponds and drains are located within a close distance of the site. In addition, River Thurne is located approximately 2,000m northwest, and Ormesby Broad is located approximately 1,500m southeast of the site.

The application has not provided assurance that the risks of pollution are understood. A preliminary risk assessment (including a desk study, conceptual model and initial assessment of risk) has not been provided to satisfy us that the risks to the water resource receptors associated with the site (the Sand Secondary A Aquifer directly underlying the site, and the Crag Principal Aquifer at depth) are appreciated and understood. The risk is not acceptable because there is no evidence to indicate otherwise.

Environment Agency position

We consider that planning permission should only be granted to the proposed development as submitted if the following four planning conditions are imposed as set out below. Without these conditions the proposed development on this site poses and unacceptable risk to the environment and we would wish to object to the application. We also make a number of advisory comments.

Condition 1

Prior to the commencement of the development approved by this planning permission no development approved by this planning permission> (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Condition 2

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Condition 3

No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a [Page 114 of 189](#) monitoring and submission of reports to the Local Planning Authority shall be submitted to and approved in writing by the

Local Planning Authority Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Condition 4

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reasons for the conditions

To protect and prevent the pollution of controlled waters (particularly the Secondary A and Principal Aquifers directly underlying the site) from potential pollutants associated with current and previous land uses (including the unidentified industrial use as identified in the submitted documents) in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection: Principles and Practice (GP3, 2012) position statements A1 – A6, B1 – B3 and G9 – G13.

In the submitted documents, a former industrial use of the site has been identified. As such, we consider the site to have a contaminative potential, which the application fails to acknowledge. Water resource receptors beneath the site are vulnerable to potential pollutants associated with previous land use(s) and we require land contamination information in line with Environment Agency Groundwater Protection: Principles and Practice document (GP3, 2012) position statements A2, A5, and Section J: Land Contamination.

NPPF paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Paragraph 120 states that local policies and decisions should ensure that new development is appropriate for its location, having regard to the effects of pollution on health or the natural environment, taking account of the potential sensitivity of the area or proposed development to adverse effects from pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

We refer the applicant to the Environment Agency Guiding principles for land contamination for the type of information that we require in order to assess risks to water resource receptors from the site.

Advice to applicant – general

Page 112 of 189

Land contamination investigations should be carried out in accordance with BS

5930 1999-2010 'Code of Practice for site investigations' and BS 10175:2011 'Investigation of potentially contaminated sites - Code of Practice' as updated/amended. Site investigation works should be undertaken by a suitably qualified and experienced professional. Soil and water analysis should be fully MCERTS accredited.

We recommend that developers should:

1. Follow the risk management framework provided in CLR11, 'Model Procedures for the Management of Land Contamination', when dealing with land affected by contamination;
2. Refer to our "Guiding Principles for Land Contamination" for the type of information that we require in order to assess risks to water resource receptors from the site. The Local Authority can advise on risk to other receptors, for example human health;
3. Refer to our "Groundwater Protection: Principles and Practice (GP3)" document (<http://www.environment-agency.gov.uk/research/library/publications/144346.aspx>);
4. Refer to our website at www.environment-agency.gov.uk for more information.

SuDS must not be constructed in contaminated ground. The use of infiltration drainage would only be acceptable if a phased site investigation showed the presence of no significant contamination. The use of non infiltration Suds may be acceptable subject to our agreement. We would need to be consulted on the results of the site investigation and on any protection measures.

The maximum acceptable depth for infiltration Suds is 2.0m below ground level, with a minimum of 1.2m clearance between the base of infiltration and SuDS and peak seasonal groundwater levels (which have yet to be ascertained). We consider that deep bore and other deep soakaway systems are not appropriate in areas where groundwater constitutes a significant resource (that is where aquifer yield may support or already supports abstraction). Deep soakaways increase the risk of groundwater pollution. See our Groundwater Protection GP3 (2012) documents, particularly position statements G9-G13, for further information.

Environmental Permit

The applicant is proposing to dispose of foul water by means of a private treatment plant.

If applicants wish to discharge treated sewage effluent into surface water or to ground they may require an Environmental Permit from us. In some cases you may be able to register an exemption. You should apply online at <http://www.environment-agency.gov.uk/business/topics/permitting> or contact us for an Environmental Permit application form and further details on 08708 506506.

The granting of planning permission does not guarantee the granting of a permit under the Environmental Permitting Regulations 2010. A permit will be granted where the risk to the environment is acceptable.

To qualify for a registered exemption the rate of sewage effluent discharge must be 2 cubic metres a day or less to ground or 5 cubic metres a day or less to watercourse. You must also be able to satisfy a number of specific criteria.

A Standard Rules Permit is available for discharges of secondary treated sewage (to surface water only) of between 5 cubic metres a day and 20 cubic metres a day.

Discharges of treated sewage greater than 2 cubic metres a day to ground and greater than 20 cubic metres a day to surface water require a Bespoke Permit.

Please contact me on the details below if you have any questions.

Yours faithfully

Mr GRAHAM STEEL
Planning Liaison Officer

Direct dial 01473 706 732

Direct fax 01473 271320

Direct e-mail graham.steel@environment-agency.gov.uk

cc Chaplin and Farrant

FILE

To: Conservation Officer
attention of Ian Hardy

My Ref: 06/13/0274/F

From: Development Control Manager

Date: 25th June 2013

Case Officer: Mrs L V Penn
Parish: Martham 13

Development at:-

Back Lane
Martham
Norfolk
NR29

For:-

Re-submission - COU from
employment land to residential
& development of 3 No 4
bedroom Barn Style dwellings

Applicant:-

Billockby Farms Limited
Billockby Hall
Billockby
Great Yarmouth

Agent:-

Ben Woodings
51 Yarmouth Road
Thorpe St Andrew
Norwich
Norfolk

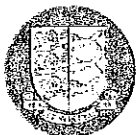
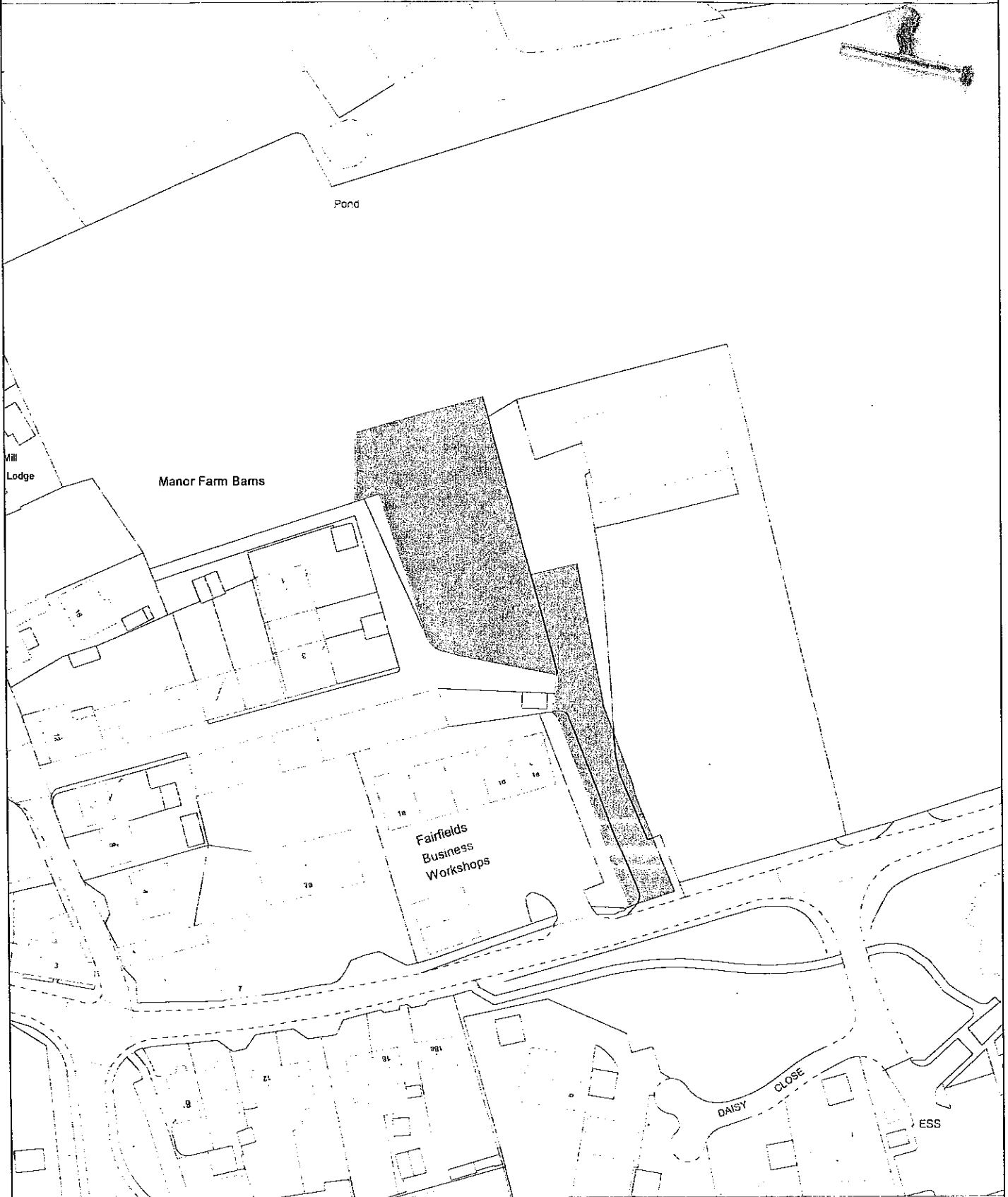
The above mentioned application has been received and I would be grateful for your comments on the following matters:-

Please let me have any comments you may wish to make by 9th July 2013.

COMMENTS:

IAN HARDY 26/6/13.

- COMMENTS HAVE BEEN MADE PREVIOUSLY AND REFINEMENTS NOW BUILT INTO THIS APPLICATION. THIS APPL CAN BE SUPPORTED.
- PLEASE CONDITION AS USUAL DETAILS TO BE SUBMITTED WINDOWS + DOORS ETC ~ ITS NOT ENOUGH TO SAY 'AS OPPOSITE BUILDINGS', TOGETHER WITH SAMPLES OF BRICK (BOVINGTON PREFERRED IN WHITE CEMENT MORTAR - TO GET THE CREAM JOINTS + TILES (WM. BLYTH BRICKWORK PREFERRED).
- + EXTERNAL WORKS TO WALLS/FENCING/HEDGES ETC



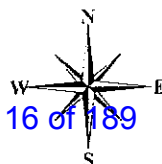
GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Business Services,
Town Hall, Great Yarmouth,
Norfolk. NR30 2QF

10 0 10 20 30 40 50 60 70 80 90 100

Metres

Scale = 1:1250 @ A4



Reference: 06/13/0413/F

Officer: Mr G Clarke

Expiry Date: 05-09-2013

Applicant: Lidl UK GmbH

Proposal: Provision of a left turn egress onto Pasteur Road from Lidl car park

Site: Lidl Foodstore
Pasteur Road
Great Yarmouth

REPORT

1 Background / History :-

- 1.1 Members will recall that the planning application was deferred at the last meeting as the applicants had submitted further information and the Highway Authority had requested further time to consider the application
- 1.2 The Lidl store is sited between Pasteur Road to the north west and Station Road to the south east, to the south west of the site is the B & M store and to the north east is the Thurlow Nunn car dealership. There is a housing to the north east at Plevna Terrace and the main residential area of Southtown is on the opposite side of Station Road to the south east.
- 1.3 There is currently vehicular access to the site from Pasteur Road and Station Road but egress is only permitted onto Station Road. When the original planning application for the store was submitted in 2004 the proposed layout showed egress onto Pasteur Road but this was deleted at the request of the Highway Authority.
- 1.4 This application is for the formation of a left turn egress onto Pasteur Road.

2 Consultations :-

- 2.1 Highways – Originally objected to the application but following the receipt of further information the objection has been withdrawn. Highways are still concerned about the possibility of ‘rat running’ through the site and have requested that, if approved, a condition is imposed requiring the installation of a barrier so that only shoppers can use the exit. Highways have also requested that other standard conditions regarding the construction of the access and visibility are imposed. A copy of the Highways letter is attached.

- 2.2 Neighbour - A letter of objection has been received from the General Manager of Thurlow Nunn, the objection is based on road safety grounds (copy attached).
- 2.3 Highways Agency – As the application will not adversely affect the A12 Trunk Road at this location the Highways Agency has no objection.

3 Policy :-

3.1 POLICY TCM13

DEVELOPMENT WILL NOT BE PERMITTED WHERE IT WOULD ENDANGER HIGHWAY SAFETY OR THE SATISFACTORY FUNCTIONING OF THE LOCAL HIGHWAY NETWORK. IN APPROPRIATE CASES A TRAFFIC IMPACT ASSESSMENT WILL BE REQUIRED TO DEMONSTRATE THAT DEVELOPMENT PROPOSALS CAN BE SATISFACTORILY ACCOMMODATED WITHIN THE HIGHWAY NETWORK TAKING INTO ACCOUNT ANY IMPROVEMENTS PROPOSED.

(Objective: To ensure that new development does not prejudice highway safety or the free flow of traffic.)

4 Assessment :-

- 4.1 The B & M store that adjoins the site has the same access and egress arrangements as the Lidl store, the site was originally granted planning permission as a DIY store in 1985 and the following condition was imposed on the consent :-

“After the Great Yarmouth Western Bypass is completed and opened to traffic provision shall be made on the site for vehicles to leave the site only by the access in Station Road. Details of such provision shall be submitted to and approved by the Local Planning Authority after consultations with the highway authority before any development is commenced”

- 4.2 At the time of that permission highways were concerned that if traffic left the site onto Pasteur Road it would cause added risk and potential danger to road users.
- 4.3 When the application for the Lidl store was submitted highways were of the same opinion and asked for the site layout to be amended so that the vehicular access on the Pasteur Road side was access only and egress from the site should only be via Station Road.
- 4.4 According to the submitted information the proposed egress onto Pasteur Road will help to reduce traffic congestion and queuing on Station Road which is partly caused by most of the traffic leaving the site having to pass through the traffic light controlled junction of Station Road with Southtown Road. The

application includes a Highway Statement (copy attached) which explains the reasons for the application and a traffic/accident survey.

- 4.5 As explained in paragraph 2.1, the County Council's Highways Officer has re-considered the application following the submission of further traffic information from the applicants and has now withdrawn the original objection. Highways are still concerned that traffic using Station Road will cut through the site to avoid the traffic lights at the Southtown Road junction. In order to prevent this 'rat running' have requested that, if the application is approved, a condition is imposed requiring that a token or ticket operated barrier is installed to prevent non-Lidl traffic from using the new egress.
- 4.6 An objection has been received from the manager of the adjoining car dealership who is concerned that egress on to Pasteur Road would be dangerous and that when the surrounding roads are blocked, traffic will cut through the Lidl car park. If a barrier is installed as required by Highways this will prevent traffic from taking a shortcut through the car park and Highways no longer object on road safety grounds.

5 RECOMMENDATION :-

Approve – subject to the installation of a barrier and the other conditions required by Highways.

Graham Clarke
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

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



Your Ref: 06/13/0413/F
Date: 26 September 2013

My Ref: 9/6/13/0413
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Graham

Great Yarmouth: Provision of a left turn egress onto Pasteur Road from Lidl car park
Lidl Foodstore Pasteur Road Great Yarmouth NR31 0HB

I refer to the Agent's comments in relation to the my earlier response and have taken due note of the comments made.

After due consideration and taking account of all the factors together with current national policy, whilst having reservations in respect of the proposal, I do not consider that I could sustain an objection on highway grounds alone.

However, I can not concur that 'rat-running' thorough the site is an issue for Lidl alone. The County Council, as Highway Authority, needs to promote and ensure a safe and sustainable environment in accordance with National Planning Policy Framework, by ensuring good design is achieved, thereby improving safety and quality.

I am of the opinion that if the development is permitted there is a high probability of 'rat-running' between the Southtown area and Pasteur Road and in this respect it is reasonable to expect that an appropriate barrier is provided to deter this as part of the highway works. The barrier should be of a type that can only be activated by a token obtained, or ticket endorsed, from the store so as only shoppers can use it.

The works will involve alterations to the highway (off-site highway improvements) and in this respect a Small Highway Works permit will be required in order for the applicant's approved contractor to work on the highway to carry out these works. Further details in respect of the permit will be forthcoming if the planning permission is granted, and this will be forwarded directly to the applicant.

Continued.../

Due to the nature of the proposal a Highway Safety Audit should be carried out. The audit should be carried out by an accredited Safety Audit engineer, preferably with MSoRSA registration. Alternatively Norfolk County Council can offer this service, and the estimated cost for this is in the region of £700.00; and which could be included as part of the Small Highway Works Permit process.

In light of the above, should your Authority be minded to grant planning permission, I would recommend that the following conditions and informative notes are attached to that permission.

SHC 20 Prior to the commencement of the use of the development hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the industrial access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

SHC 24 Prior to the commencement of the use 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.

SHC 39A Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site highway improvement works as indicated on drawing number 121001/01 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39B Prior to the commencement of the use hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

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

Continued.../

SHC 50 Prior to the commencement of the use of the development hereby permitted an appropriate automatic vehicle barrier shall be provided at the egress onto Pasteur Road. The barrier shall be of a type operated by token or ticket endorsement system. The type of barrier shall be to the satisfaction of the LPA in consultation with the Highway Authority.

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

Inf. 1 It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained and typically this can take between 3 and 4 months. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact Stuart French on 0344 800 8020

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

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

Yours sincerely

Stuart French

Highways Development Management & Licensing Officer
for Director Environment, Transport and Development

Ack 13/8/13

Jill K. Smith

From: Andrew Brown [andybrown@thurlownunn.co.uk]
Sent: 13 August 2013 10:47
To: plan
Subject: Lidl Foodstore Pasteur Rd Great Yarmouth.

Mrs E Helsdon

With reference to application 06/13/0413/F

I would like to express my concern about the proposed application.

My main concern is road safety as a driver and pedestrian, this area of Pasteur road is busy enough with the crossing at the traffic lights, Lidl entrance, road crossing and the B and M entrance all this on top of accelerating traffic from the bridge lights is almost certainly inviting disaster. The local police often set up speed traps just past this area and are not short of offenders.

My other concern is congestion it is a regular issue in this area whenever there is an incident on either bridge or major route, the traffic builds up then the side roads Lichfield and Station etc. are used as an attempt to bypass major routes. If traffic could then divert though Lidl then this situation for drivers, patrons and pedestrians can only get worse.

I believe the reason for the application is to improve customer access when this situation occurs, this is certainly something I wish could be improved and I am sure B and M would agree. We have a keep clear section on the road at the entrance to our site but this is usually blocked in these situations.

I have worked in this area in excess of 25 years and I would suggest a traffic survey over a reasonable period of time to experience these situations. Hopefully this would result in restricting traffic to this area and improving Station road, Southtown Rd and Matalan junction.

I would be pleased to consult further my contact numbers are listed below.

Regards

Andy Brown

General Manager

Thurlow Nunn

Station Road

Great Yarmouth

Norfolk, NR31 0HB

Office – 01493 603677

Mobile – 07889 851971



**PROPOSED NEW EGRESS
LIDL STORE**

**PASTEUR ROAD.
GREAT YARMOUTH**

06/13/0413/F1

HIGHWAY STATEMENT

October 2012

LIDL UK GmbH

PROPOSED NEW EGRESS
LIDL STORE

PASTEUR ROAD
GREAT YARMOUTH

HIGHWAY STATEMENT

October 2012

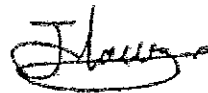
LIDL UK GmbH

Job, No. 121001

Authorised By: J. Lowe

Position: Partner

Signed:



Date: 19 October 2012

This report is for the sole use of Lidl UK GmbH (the Client) and Turner Lowe Associates in connection with the above project. No undertaking or responsibilities are given to any other party. Reproduction of any part of this report is expressly forbidden without the approval of Turner Lowe Associates and the Client.
© Turner Lowe Associates

Proposed New Egress, Lidl Store
Pasteur Road, Great Yarmouth
Highway Statement

I • L • A

Contents		Page
1	Introduction	1
2.	Existing Situation	2
3.	Proposed Arrangements	4
4.	Conclusions	7
Figures		
Appendices		
Drawings		

Proposed New Egress: Lidl Store
Pasteur Road, Great Yarmouth
Transport Statement

1 Introduction

1.1 The Lidl store on Pasteur Road in Great Yarmouth currently has a left turn ingress from Pasteur Road and an all movement ingress / egress on Station Road. The current arrangements are shown in Figure 1

1.2 The majority of the trips to the Lidl Store arrive, and ultimately depart, via Pasteur Road, turning left out of the Station Road access and left again at the Southtown Road / Station Road junction. Due to the capacity of signal controlled Pasteur Road / Southtown Road and Southtown Road / Station Road junctions, however, it takes several cycles of the traffic lights before this traffic can reach Pasteur Road at peak and other busy times of the day

1.3 As a result driver frustration increases resulting in drivers using gaps in traffic on Station Road and Southtown Road that would normally not be considered large enough for merging traffic movements. To the south west, Station Road primarily serves the local area, which is predominantly residential. A further consequence of the delays on the route to Pasteur Road via Southtown Road is that some drivers destined for Pasteur Road turn right and drive through the local streets to the south. This is further compounded with the queue of traffic that develops on Station Road making it difficult to see that it is safe to turn right out of the site despite the KEEP CLEAR markings that have been laid.

1.4 To improve this situation a new Left Turn Egress is proposed onto Pasteur Road from the Lidl Car Park. This will give traffic wanting to return to the south a direct connection to the classified road network. It will reduce the traffic that currently has to pass through the Pasteur Road / Southtown Road and Southtown Road / Station Road junctions, and remove the incentive for non-local traffic to pass through the Station Road residential area to the south. Any queuing that may develop at the new access would be within the site and not on the highway network

1.5 This statement details the proposed arrangements and the likely changes in traffic movements in the area. As this is an existing store no other matters are considered.

2.0 Existing Situation

- 2.1 Station Road has been designated as a 20 mph area as a result of its primarily residential status
- 2.2 The highway authority have advised that the Pasteur Road / Southtown Road and Southtown Road junctions, both signal controlled, are set to the optimum timings considering all traffic movements in the area. There is therefore no potential for improving the existing situation by amending the signal timings.
- 2.3 Whilst Southtown Road widens to three lanes at Pasteur Road, at the Station Road junction it has only one lane with traffic queues often extending back to and Station Road and beyond to the south. Often there will be space in the left or right turning lanes on Southtown Road at Pasteur Road but the queue in the other lane cuts off access to the lane(s) with space at the single lane section.
- 2.4 Traffic trying to exit Station Road can often receive a green signal but is unable to progress due to the queue on Southtown Road. There is only a single lane approach on Station Road so traffic that may wish to turn right onto Southtown Road is unable to do so if the vehicle in front wants to turn left and is unable to make the turn due to queuing back from Pasteur Road. At best only one or two vehicles can exit Station Road at busy times.
- 2.5 All this leads to driver frustration and some potentially dangerous manoeuvres with drivers entering gaps that would normally not be considered safe; continuing through the Southtown Road signals on red; or entering the Yellow Box area that has been provided at the junction when the exit is not clear.
- 2.6 The only drivers that should be turning right out of the site should be those from the local residential area to the south. Even though this is a 20 mph area, there is anecdotal evidence that drivers wanting to return to Southtown Road to go beyond the local area, or even the A12 via William Adams Way, are happy to drive through this area than wait on Station Road.
- 2.7 There have been 4 recorded accidents on Southtown Road between Station Road and Pasteur Road, of types that would benefit from a reduction in queuing in this location. The accident locations are shown on Figure 2 with details provided in Appendix A.
- 2.8 There have been a further 10 accidents since 2005 at the Pasteur Road / Southtown Road junction. Whilst not directly related to queuing on Southtown Road, a reduction in traffic using the junction would reduce future accident risks.

Proposed New Egress. Lidl Store
Pasteur Road. Great Yarmouth
Transport Statement

- 2.9 There has been only one accident on Pasteur Road in the vicinity of the Lidl store and that occurred at the pedestrian crossing to the west of the proposed access (the location shown on the accident locations map not be strictly correct). The proposed Egress from the site is well away from the crossing and should not have any adverse effect on road safety on Pasteur Road.

3. Proposed Arrangements

- 3.1 The layout of the store's car park is conducive to the provision of a left turn egress onto Pasteur Road with minimal alterations to the existing arrangements. The proposed arrangements are shown on Drawing No. 121001/01, a copy of which is provided in the Drawings section of this statement.
- 3.2 To improve circulation within the car park some lane markings would also be provided, also as shown on Drawing No. 121001/01. There would be a new barrier providing security for the site when the store was closed that could also be used to prevent "rat-running" through the car park by non-Lidl customers should any develop once the Egress was constructed.
- 3.3 A new Turn Left sign to Diagram No. 606 of the Traffic Signs Regulations and General Directions would be provided opposite the new Egress. At the time of the site visit there was an existing sign opposite the Ingress. It is not known what purpose this sign is intended to serve as the Lidl Ingress is clearly marked "No Exit" within the car park and the alignment on the Ingress would make it difficult to leave the car park should anyone deliberately disobey the signage. If this sign is still present it will be removed as part of the proposed works to avoid confusion.
- 3.4 New tactile paving will be provided where the new Egress crossed for the shared pedestrian / cycleway along the site frontage.
- 3.5 The new Egress has been checked for the required visibility splays for a 30 mph highway (43m measured from a set-back distance of 2.4m). Such splays would lie within the highway verge and indeed far greater visibility would be achievable.
- 3.6 The proposed Egress has been checked for capacity effects considering the worst case time period for a foodstore on a busy road, the weekday pm peak hour.
- 3.7 The Lidl store has an approximate gross floor area of 1380 sq m. A search of the TRICS database for surveys at Discount Foodstores resulted in the output reproduced in Appendix B. The TRICS Database is a database of survey information collected at different types of developments with the observed flows converted to trip rates (the number of trips per 100 sq m gross floor area in the case of Foodstores) so that the results can be applied to proposed developments of different floor areas.
- 3.8 In this instance the existing 1380 sq m store would, had it been proposed as a new store today, be expected to generate 45 arrivals and 55 departures in the pm peak period (17.00 – 18.00) based on the pm peak hour trip rates of 3.228 arrivals per 100 sq m GFA and 3.976 departures per 100 sq m GFA.

Proposed New Egress. Lidl Store
 Pasteur Road. Great Yarmouth
 Transport Statement

- 3.9 When surveyed in May 2012, the existing store was found to generate 44 arrivals and 49 departures in this period. The difficulties leaving the site may, therefore be having an actual effect on the traffic generation of the store
- 3.10 To test the proposed Egress it has been assumed that with the current egress issues resolved or improved, the store would generate traffic in line with its expected generation, i.e. 55 departures in the pm peak hour.
- 3.11 Of the traffic generated by a foodstore, it is usual to assume that around 30% of the trips are made by customers who were passing the site in any event as part of another trip (such as the journey home from work in the pm peak hour). In this instance, therefore, it is likely that around 15 of the existing departures, with this potentially increasing to around 17 departures with the proposed Egress, would be pass-by trips, and with the central reservation of Pasteur Road preventing pass-by trips being made from traffic on the northern carriageway these 17 vehicles would use the new Egress to return to Pasteur Road as opposed to 15 using Station Road and Southtown Road at the present time.
- 3.12 The remaining trips (34 existing / 38 potential) would be trips made specifically to the foodstores (primary trips), with the customers returning to their origin after completing their shopping. With the relatively even distribution of population around the site, for this exercise it has been assumed that 30% of these trips are made from the local area to the south either via the local roads or Southtown Road, with the remaining 70% trips split equally between trips from the north and trips from the south. The total trips are so low that different distribution assumptions would not lead to materially different effects.
- 3.13 With the presence of the central reservation the maximum use of the egress would be by all Pasteur Road traffic (those returning to the north travelling south and turning round at the B&Q Roundabout).
- 3.14 In reality some drivers wishing to return to the north would see this as being too much of a detour and still continue to use Southtown Road, but assuming all would use the new Egress gives a worst case figure.
- 3.15 There would potentially, therefore, be 17 pass-by trips and 27 primary trips using the new Egress in the pm peak period, or 44 vehicles per hour (1 vehicle, on average, every 1.3 minutes) with an equivalent reduction on Station Road / Southtown Road.
- 3.16 The new Egress could be tested using computer programs and the flow of traffic on Pasteur Road but these assume that the flow on the main road is continuous. Here, traffic on the main road is controlled by the traffic signals at Southtown Road and every cycle of the lights two gaps are created during which one vehicle (or two if there were two waiting at the new egress) could leave the site without any difficulty.

Proposed New Egress, Lidl Store
Pasteur Road, Great Yarmouth
Transport Statement

or effect on the Pasteur Road flow. The cycle time at these traffic lights varies but tends to average around 90 seconds in the pm peak hour, thereby giving at least 80 gaps during which 1 or two vehicles could leave the car park via the new egress, far higher than the likely worst case demand of 44 vehicles.

- 3.17 Should the pedestrian crossing on Pasteur Road to the west of the access be operated then usual driver behaviour is to let a driver waiting at an access or side road upstream of a crossing leave the side road or access before moving off after the crossing returns to green for vehicles. This would result in more opportunities for traffic to leave the new Egress.
- 3.18 It is concluded that the new Egress could be used by potentially up to 44 vehicles in the pm peak hour, with there being no effect on Pasteur Road traffic. These vehicles would no longer use Station Road, Southtown Road and for most of the 44 vehicles, the Pasteur Road / Southtown Road junction, resulting in a reduction in loading of these junctions which will lead to shorter queues and delays for other vehicles.

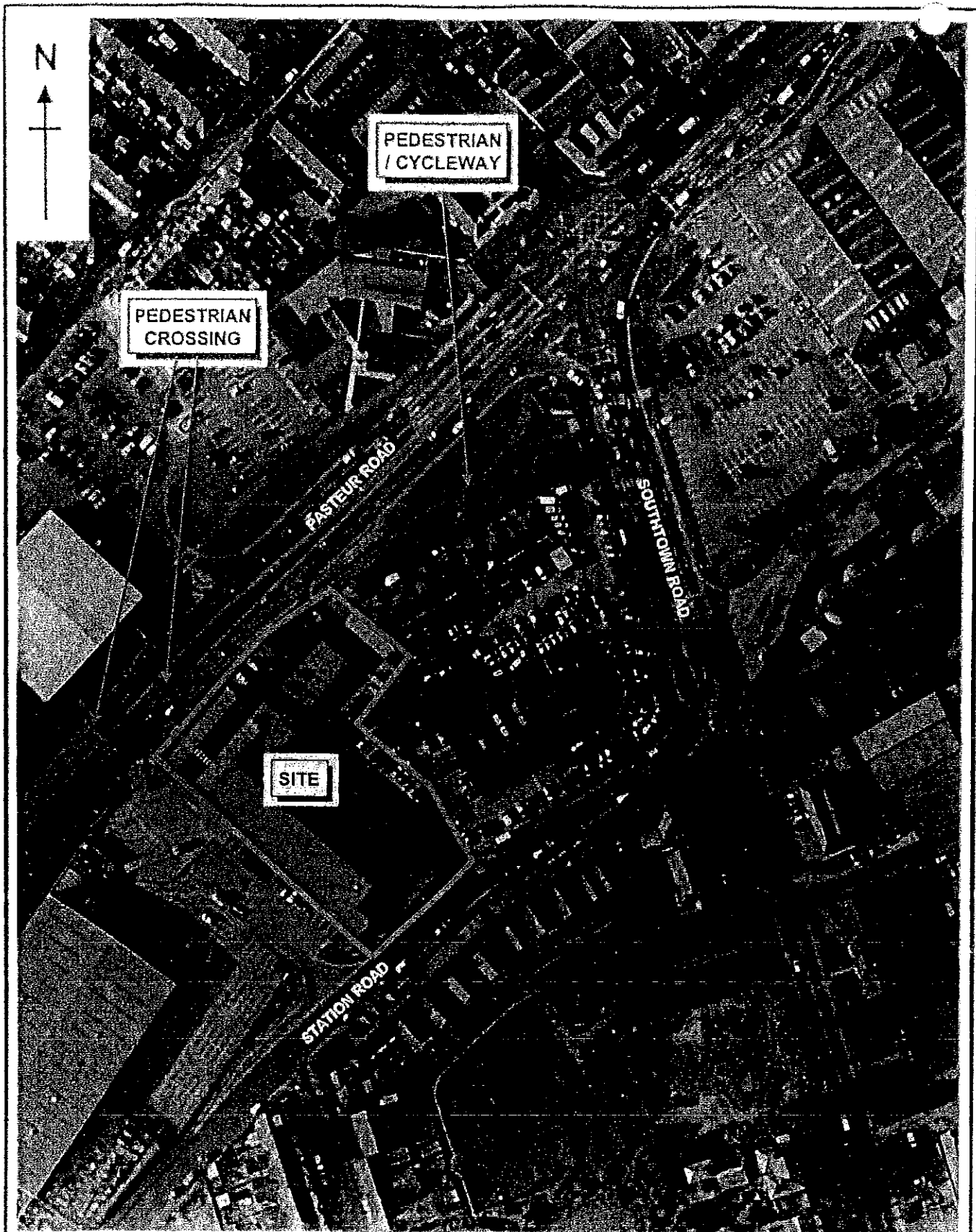
Proposed New Egress. Lidl Store
Pasteur Road. Great Yarmouth
Transport Statement

4. Conclusions

- 4.1 The existing situation causes driver frustration and potentially dangerous manoeuvres in the vicinity of the store.
- 4.2 The proposed Egress would reduce queuing in the area and improve road safety.
- 4.3 The proposed Egress could be constructed with visibility splays in excess of the desired standard with no adverse effects on any other junction / highway feature.
- 4.4 At the busiest time, there would be ample highway capacity at the new Egress to accommodate the worst case demand, with there being a corresponding reduction in traffic using Station Road / Southtown Road. There would also be an overall reduction in traffic passing through the Pasteur Road / Southtown Road junction.
- 4.5 It is concluded that there are no highways / traffic related reasons why the proposed new Egress should not be approved with benefits being experienced by all highway users in this area through the Egress's approval.

Proposed New Egress, Lidl Store
Pasteur Road, Great Yarmouth
Highway Statement

9
Figures



Turner Lowe Associates
 22 Guest Road, Manchester, M25 3DL
 Tel: 0161 798 7898 Fax: 0161 798 8642
 E-mail: turnerlowe@btinternet.com

Job Title Proposed New Egress, Lidl Store
 Pasteur Road, Great Yarmouth

Drawing Title Surrounding Highway Network Details

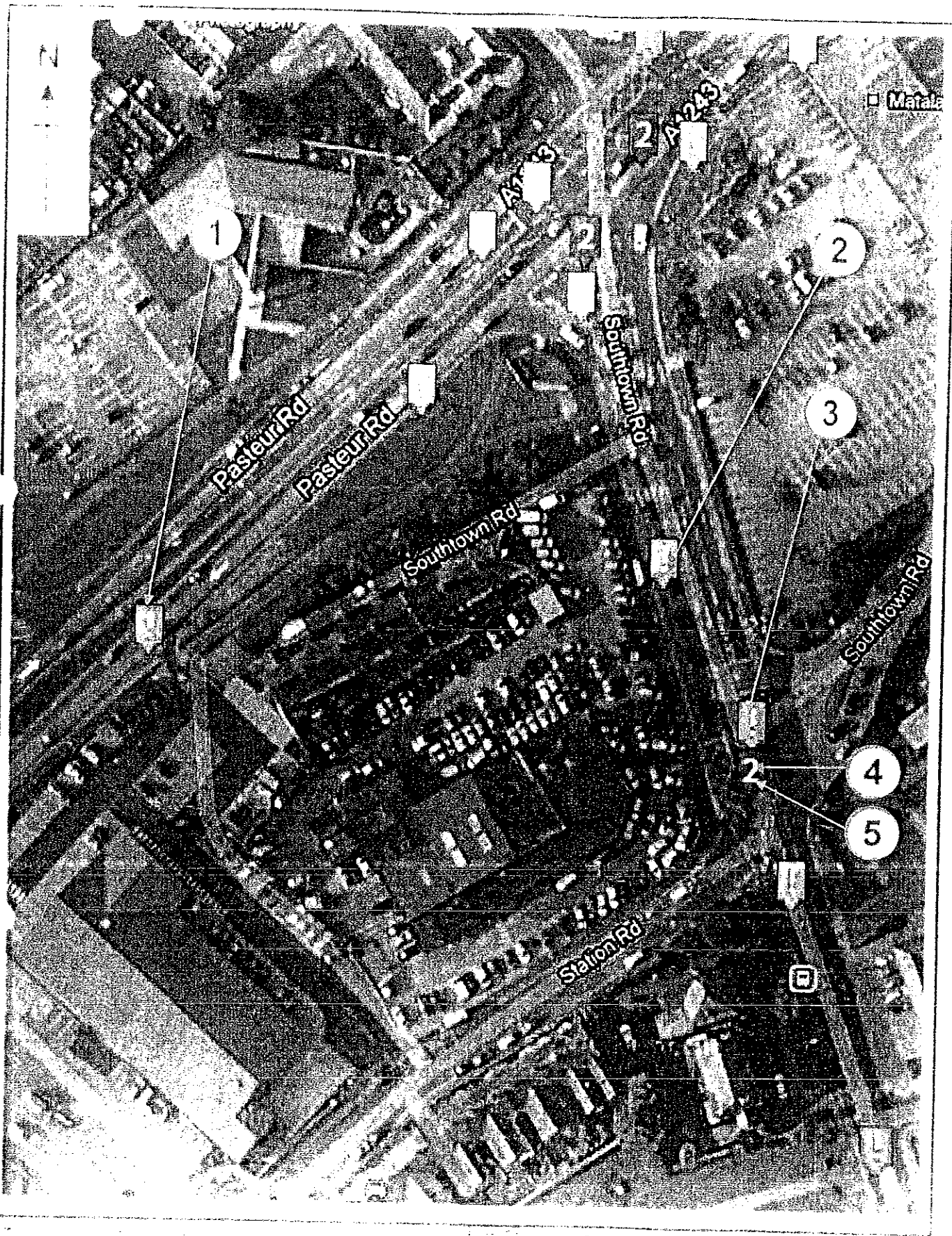
Client

Lidl UK GmbH

Scale N.T.S. Date Oct 2012 Doc Sheet No

Drawn by J.L. Checked Approved

Job No 100001 Draw No Figure 1 Rev

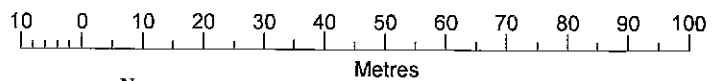


06/13/0413/F



GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Business Services,
Town Hall, Great Yarmouth,
Norfolk. NR30 2QF



Scale = 1:1250 @ A4



Page 137 of 189

© Crown copyright and database rights [2013]
Ordnance Survey [100018547]

Reference: 06/13/0447/SU

Parish: Great Yarmouth

Officer: Mrs M Pieterman

Expiry Date: 17-10-2013

Applicant: Great Yarmouth Borough Council

Proposal: Change of use of hard and soft landscaped areas to car-park.
Alterations including new replacement ice-cream parlour

Site: land north of the Marina Centre

REPORT

1. Background / History :-

- 1.1 The Marina Centre is a well know leisure facility within the town and is located in the middle of the Golden Mile and is surrounded by the seafront Conservation Area. To the north of the site is the Pirates Cove crazy golf course and to the south is a small car park area. The remainder of the area is characterised by typical seaside attractions and shops.
- 1.2 The site subject to this application is to the north of the Marina Centre and is sandwiched by the crazy golf course. It is currently under used at the rear of the centre although there are public toilets and an ice cream parlour. The front of the site is used for siting a mobile climbing wall.
- 1.3 The whole area is within a Prime Holiday Area and a Conservation Area as defined in the adopted Great Yarmouth Borough Wide Local Plan.

2. Consultations :-

- 2.1 Article 8 Notice: 27 letter of objection and a 240 signature petition received mainly relating to: Loss of the toilets, parking spaces not needed, loss of an existing business (full copies are attached)
- 2.2 Norfolk County Highways: No objection subject to the imposition of conditions
- 2.3 GY Tourist Authority: No response received

- 2.4 Conservation Officer: sceptical of original plan and appears over-ambitious
- 2.5 Strategic Planning: No response received
- 2.6 Emergency Planning: No response received
- 2.7 British Pipeline Agency: No response received

3. Policy :-

3.1 POLICY BNV10

NEW DEVELOPMENT IN OR ADJACENT TO A CONSERVATION AREA WILL BE REQUIRED TO BE SYMPATHETIC TO THE CHARACTER OR APPEARANCE OF THE AREA IN TERMS OF SCALE, HEIGHT, FORM, MASSING, MATERIALS, SITING AND DESIGN.

(Objective: To retain and enhance the character and appearance of conservation areas.)

3.2 POLICY BNV18

THE COUNCIL WILL REQUIRE ALTERATIONS AND EXTENSIONS TO BUILDINGS TO BE SYMPATHETIC TO THE CHARACTER OF THE BUILDING TO BE EXTENDED AND TO ITS SETTING.

4. Assessment :-

- 4.1 The submitted application seeks approval for the change of use of the area to the north of the Marina Centre from general amenity space, with associated toilet block and ice cream parlour, which are to be removed. The ice cream parlour is to be replaced however the public toilet block will not be. New access to the car park will be from Marine Parade and the car park will be for use of Marina Centre users. Ticket machines will be on site but payment machines will be located in the foyer of the Marina Centre.
- 4.2 The Marina Centre is undergoing significant investment and improvement over the next three years however it has always suffered from inadequate

parking and the proposal is to generate an additional 60 spaces, including disabled parking and motorcycle parking.

- 4.3 The original application sought permission to demolish the entire toilet block to create parking and erect a new kiosk, however following considerable opposition the plans have been amended in order to retain some toilet facilities, a baby changing area and disabled toilets along with the new kiosk.
- 4.4 The amended plans have reduced the number of parking spaces from 60 spaces to 46; however this will still offer a significant amount of parking to the Marina Centre and will keep important local facilities for nearby businesses, locals and visitors to the area.
- 4.5 There has been one letter received from the operator of the climbing wall that is located where the entrance of the car park is proposed, and that this development will result in the loss of his business. However, it is suggested that there may be other possible sites available along the seafront and that the Council's Property Services department can assist in helping him find another pitch. The climbing wall is a very busy and popular feature and its loss would be unfortunate and detrimental to the seafront attractions and facilities and every effort should be made to accommodate this attraction elsewhere.
- 4.6 Overall, the scheme is acceptable as it would generate the parking required for the Marina Centre and would maintain the local facilities as requested by opponents of the scheme, who generally have no objections to the proposal provided that the toilets are maintained and renovated. It would have a minimal impact on the visual amenities of the area and would not have an adverse impact on the surrounding Conservation Area.

5. RECOMMENDATION :-

- 5.1 Therefore, for the reasons given above the proposed development is considered acceptable and accords with the provisions of the adopted Great Yarmouth Borough Wide Local Plan and, in particular, BNV10 & BNV18.

Dear Group Manager
(Pignning)

Great Yarmouth, Norfolk
Sands and Pier Land Train
2 - 29 - 11 - 09

Marine Parade
Sands

Following 17th Sept
meeting concerning
marine leisure centre
I approve of decision
as reported in Eastern Daily
press, we will still have
a sea front attractive to
tourists



SALMON
Caméra colour
Post Card

Second Point 14m

Printed in England © J. SALMON LTD, SEVENOAKS, KENT, Tel: (01783) 459481

GT YARMOUTH RESIDENT

29 ST GEORGES CT,

DENESIDE, GT YARMOUTH

NORFOLK NR30 2PY

Yours Sincerely,
C. FRANCE (MISS)

PS

SALES COMPLETED

LAST WEEK





MEMORANDUM

From Environmental Health

To: Head of Planning and Development
Attention: Mrs M Pieterman

Date: 16 September 2013

Our ref: PC

Your ref: 06/13/0447/SU

Please ask for: Paul Clarke

Extension No: 544

**Change of Use of Hard and Soft Landscaped Areas to Car Park. Alterations
Including New Replacement Ice-cream Parlour
Marina Centre Car Park (North Of) Marine Parade, Great Yarmouth**

Health and Safety

Please advise the applicant they will need to be aware of the requirements for workplace transport safety in relation to the car park (duties under health & safety at Work Act 1974, Management of Health & Safety at Work Regulations 1999 and Workplace health, safety and welfare regulations 1992).

Waste Storage

On the plans I can not see any areas designated for the storage of waste in association with the use of the proposed food premises. Therefore, I suggest the following condition:

Prior to approval details of the proposed waste storage for the proposed food premises shall be submitted and approved by the local planning authority.

Paul Clarke
Environmental Health & Safety Officer

Application Reference 06/13/0447/SU

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name sharon want
Address 60 cherry garden lane
newport
saffron walden
essex

Post Code

Telephone

Email Address

For or Against ☐ OBJ ☐ ObjectSpeak at Committee ☐

total madness, this is the only block of toilets with a baby changing facility, where would like to see baby's changed ...on the benches???? which I have done when these have been shut!!! you don't need more parking spaces. we are there every weekend. Great Yarmouth needs facilities such as toilets in a central location such as this for everyone. Destroying such facilities encourage people to wee anywhere this in turn puts people off walking around because of the smell. Question... are you providing a jet wash team to wash down the sides of buildings and in alleys???? no. disgraceful

Date Entered 16-09-2013

Internet Reference 0WPC95

Application Reference 16/13/0447/SU AttachmentsInvalid Consultee Comment? ☐Copy to existing Consultee? ☐

☒ Name Adrian Dickinson
Address 81 Harrington Street

Bourne
Post Code
Telephone
Email Address
For or Against OBJ Object
Speak at Committee

ACK'D
7/9/13

These toilets should stay as they are in the ideal location for the central beach people have got a good walk either way to the nearest toilets if these go to make way for a carpark

Date Entered 16-09-2013Internet Reference OWPC94

Application Reference 06/13/077/SU Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name deborah hornby
 Address 43 milroy avenue
northfleet

ACIC'D
 17/9/13

Post Code SS16 5AA
 Telephone 01474 711111
 Email Address deborah.hornby@bt.com

For or Against ☐ OBJ ☐ Object

Speak at Committee ☐

these toilets are essential. there are not enough toilets anyway to knock these down is the most stupid idea i have ever heard. we have spent five weeks in great yarmouth this year with a toddler and these are the toilets that have been used the most by us and thousands of other people.do we have to just let our kids and the elderly wet themselves, because of the long distance between the other toilets?

Date Entered 16-09-2013

Internet Reference OWPC93

Application Reference 16/19/11/17/SU AttachmentsInvalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Martyn Thompson
Address 17
st georges road

Post Code Telephone Email Address For or Against ☐ OBJ ☐ ObjectSpeak at Committee ☐

There's a perfectly good carpark the waterside of Marina centre, they can buy that land!

Date Entered 16-09-2013Internet Reference 10WPC92

Acc'd
17/9/13



Acc'd
16/9/13

Trani's
135 Middletn Rd
Gorleston
Gt Yarmouth
Norfolk
NR31 7PU

Dear Mrs M Pieterman,

We object to the closure of the toilet facilities in conservation area no 16 application no 06/13/0447/SU. According to the National Key Scheme Guide this will leave the nearest toilets to the centre of the beach at North beach seafront and South Beach between Easter and October. Meaning from October to Easter the only toilets available will be North Beach !

This will put people off visiting Great Yarmouth. Children will very likely defecate on the beach. The many business in the area that do not have toilet facilities will have to either avoid drinking which will harm their health due not excreting toxins. Or they will have to find a way to take 30 minuets out of their working day each and every time they want the toilet. Not something that the vast majority of people can afford to do ! And that is not addressing the problems of leaving unattended businesses whilst going on this 30 minuet walk in order to relieve ones self. And then there are the people who are incapable of walking for 30 minuets to go to the toilet that will have to either go for the fluid avoidance route or find somewhere else to go that is more disabled friendly. In a world that is increasing accessibility to disabled people it seems very strange that a seaside resort should do the exact opposite ! Removing the toilets will only put people off visiting Great Yarmouth.

Yours Sincerely

[REDACTED]

Leisure Climbing Ltd
5 Duke Road
Gorleston
Great Yarmouth
Norfolk
NR31 6LL
16.9.2013

Dear Sir / Madam

With reference to the planning application to change the area North of the Marina Centre into a car park, which I would like to object to and offer an alternative proposal.

I own and operate the climbing wall which is positioned on the site that the council want to use as the entrance to their new Marina Centre car park. I have been trading with the climbing wall on the sea front for the past ten years, the last nine of them on that site. Over the years tens of thousands of children have experienced climbing on the mobile climbing wall. I have a huge repeat business with lots of climbers coming back year after year, telling me it has become part of their holiday routine. My company employs both myself and my wife and over the years we have offered seasonal employment to approximately 20 staff.

The new Marina Centre car park will effectively close my business. The council will be taking over my site. No alternative sites have been offered. In fact the council haven't even contacted me about their proposal and the taking of my pitch.

I do however have a solution to the Marina Centre car parking problem!

Firstly I am aware that the Marina Centre have taken over the car park to the South of the building next to Retroskate. They can there fore allocate as many of those spaces to the blue badge holders as necessary, totally improving accessibility to the Marina Centre for the disabled.

All other Marina Centre customers could be advised of the large, underused car park, directly opposite the Marina Centre on top of the Atlantis complex. This car park has been there for decades and I've never seen it any where near to capacity. Hardly anyone use it. (I'm sure the Marina Centre can do a deal with Atlantis for so many parking spaces).

The advantages of my recommendation are:

The mobile climbing wall will stay where it has been for the last nine years offering a great service to both locals and holidaymakers.

The central beach get to keep the much used toilets benefiting both business's and the public.

Marina Centre have a cheap solution to their car parking problem.

Tax payers don't have to spend a fortune on building a new car park, demolishing toilet blocks and relocating ice cream kiosks.

The Atlantis car park will start to fill up some of their empty car parking spaces.

The beautiful flower beds between Pirates Cove and the Marina Centre can stay. Over the seasons I witness thousands of visitors using these flower beds as a back drop for their photos. I don't think a car park barrier is a suitable alternative.

Please give these points consideration and I would welcome any feedback.

Kind regards
Mark Jolly
Director
Leisure Climbing Ltd

Application Reference 06/13/11447/81

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Joanne Jones

Address Middleton Road

Gorleston

Post Code

Telephone

Email Address

For or Against ☐ OBJ ☐ ObjectSpeak at Committee ☐

I strongly object to the demolition of the public toilets to make way for a car park I think I speak for many others when I say the loss of these toilets will have a greater impact on the community than the benefit the Marina Centre will gain from a few extra car park spaces, I wonder if this is the councils way of closing a toilet block to save money under the guise of improving the Marina Centre.

Date Entered 13-09-2013

Internet Reference 10WPC89

Application Reference 06/13/0447/SU

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Angela Burton

Address Green Lane

Bradwell

Gt Yarmouth

Norfolk

Post Code

Telephone

Email Address

For or Against OBJ Object

Speak at Committee ☐

After reading the Great Yarmouth mercury, I strongly object to planning application 06/13/0447/SU in its current state as it proposes the demolition of the public toilet block. My family and I are frequent visitors to this part of the seafront, we like the fact the beach has plenty of cafes to choose from, deck chair facilities a bouncy castle and life guard patrol but to enjoy these facilities a public toilet nearby is required and it is unthinkable that the council would consider replacing them with a car park. Do the council expect me to find an alternative toilet

Date Entered 14-09-2013

Internet Reference 0WPC90

Question Reference **06/13/077/SJ**

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name **Angela Burton**
 Address **Green Lane**
Bradwell
Gt Yarmouth
Norfolk

Post Code **NR31 1JH**

Telephone **01263 811111**

Email Address **angela.burton@bt.com**

For or Against **OBJ** Object

Speak at Committee ☐

unthinkable that
 the council would consider replacing them with a car park . Do the council expect me to find an alternative toilet
 facility as I would
 need to go some distance to find these which with a small child is not practical, we use this part of the beach as we
 know that the
 toilets are in easy reach and we can happily spend all day on the beach I guess the council think we can just go
 somewhere else.

Date Entered **14-09-2013**

Internet Reference **OWPC90**

Application Reference

0613/117/50

Attachments

ACK 13/9/13

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Justin Barron

Address 8 Charles Burton Close

Caister on Sea

Post Code

Telephone

Email Address

For or Against

OBJ

Object

Speak at Committee

I run a fun park approximately 100m from these toilets and as well as serving myself and staff it serves about half of my customers during summer months. Many parents ask for nearest loos to take child before play session begins. These toilets are a trek already but as they are within sight it is manageable. The parent who has had to dash off with a child who is potty training is a recurring theme. To say this would be detrimental would be an understatement not just to the businesses but to visitors. It is the thought and common sense shown to people that makes a difference and keeps people coming back and by removing these conveniences people will not want to settle on this part of the beach which devalues the area for all businesses in this area.

Date Entered 12-09-2013

Internet Reference 0WPC87

Application Reference **17/1501/17/30**

Attachments

ACK 13/9/13

S

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐Name **Ryan Warren**Address **15 Vienna Apartments****Norwich****Norfolk**

Post Code

Telephone

Email Address

For or Against **OBJ** ObjectSpeak at Committee ☐

This is a very bad move for local businesses!

I understand that a new business want to open but what about the existing businesses?

This "ice cream parlour" is basically going to be a cafe and although it is not obvious to see from the application, the public toilets near the marina centre are going to be demolished meaning that the existing businesses on the sea front will not have any nearby toilet facilities for either the staff or customers.

Surely that is against health & safety?

I believe the next closest toilets will be something in the region of 400 yards further away?

How can this be allowed?

What will I do if I visit and bring either my young niece or bring a frail relative to Yarmouth for the day?

IF THIS PLAN GOES AHEAD GREAT HARM WILL BE DONE TO ALL OF THE EXISTING BUSINESSES ON THE SEA FRONT!

DO THE RIGHT THING AND SEE SENSE AND ALSO ALLOW A PROPER CONSULTATION INFORMING EVERYONE NICE AND CLEARLY OF THE PLANS AND WHAT WILL BE DEMOLISHED INSTEAD OF USING CLOAK & DAGGER TACTICS!

Date Entered **12-09-2013**Internet Reference **10WPC88**

Ack 12/9/13

S

68 Salisbury Road

Norwich

Norfolk

NR1 1TU

10th September 2013



The planning department

As mentioned in my objection to application 06/13/0447/SU, I enclose a petition against the demolition of the toilet block.

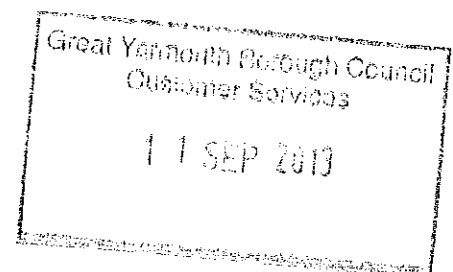
Those who signed were very passionate about the toilets remaining and include all of the Landau operators.

The fact that there are 240 signatures collected in only two days out of season should be noted, many were not even customers but simply asking where the nearest toilets are.

Since I posted my original objection it has come to light that the Marina Centre have take over control of the car park to the south of the building surely this will give them enough car park area for their business needs.

The loss of the toilets would be disastrous for this area of the sea front and the committee need to consider the future of the areas ability to attract visitors to the area as a whole and not just that of the Marina Centre.

Robert Trani



06/13/0447/SLH

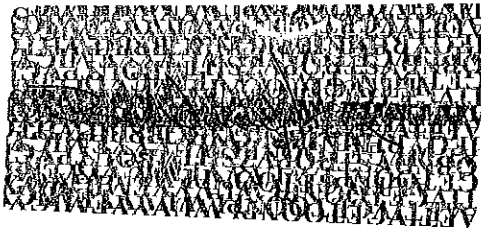
ACK 12/9/13



THE NEW MANSE
CHAZEL LANE
STOKE ASH
EYE
Suffolk
IP23 7EU

MARINA CENTRE TOILETS.

Hearing that the toilets are going to be closed down, where are people supposed to go? The nearest one will be near the bowling green which is along way for us and every body else ie; elderly disabled. Considering this is a holiday place and on the sea front this is very poor for Great Yarmouth visiting people and the resident to



Great Yarmouth Borough Council
Customer Services

11 SEP 2013

Application Reference **15/13/1447/SU**

Attachments

ACK 12/9/13

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Beverly Shingleton

Address 51 Greenoaks

North lancing

West Sussex

Post Code

Telephone

Email Address

For or Against

OBJ

Object

Speak at Committee

▼

As a frequent visitor to Gt. Yarmouth I am very disappointed with these planned changes. I elect to use this area of the beach because of its location to the public toilets and other facilities. I have young children (who have limited control of their bodily functions) and this location allows me to get them swiftly to the loos when nature calls. The alternative is extra puddles in the sand as the next set of toilets is too far away! My concerns are shared by many of the parents that chose this location and we fear that some less discerning parents and carers will allow their children to use the sand as a toilet and leave soiled nappies or worse on the beach. Not a great advert for this prime location.

Reading the other objections I am bewildered why the council would even consider this as a viable and practical option. It will impact on the number of visitors coming to this section of the beach and therefore effect neighbouring businesses that rely on our custom. Has anyone considered the elderly and disabled and the problems the loss of toilets will create for them.

I consider there is adequate parking for the Leisure Centre and having sole use of the adjacent car park sufficient. A smaller toilet facility could be built using the increased land allocated to the ice-cream parlour.

I hope my objections will help prevent these changes taking place if not I will be looking for another beach for me and my family.

Date Entered 11-09-2013

Internet Reference 10WPC86

Application Reference 15/13/0447/S3

Attachments

ACK 12/9/13

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Jamie Banham

Address 31 St Andrews road

Lingwood

Norwich

Norfolk

Post Code

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

As a local, born and bred in Great Yarmouth I completely object to the demolition of these public toilets. I have two young girls who I take to the beach frequently and this area is there favourite part of the beach. It is also a good section to get a nice cuppa from the local caf s. If these toilets are removed it would mean people with young children, the elderly and disabled would be greatly inconvenienced and have much further to walk. This proposal is again a very poor decision, much like the building of the outer harbour which has been a complete waste of time and money. Removal of these facilities will create a barren section of the seafront which will greatly affect the local businesses in that area.

Date Entered 11-09-2013

Internet Reference 10WPC85

Melanie Pieterman

ACK 12/9/13

From:
Sent:
To:
Subject:

John, Daniel, Daniels, Ian L. Hardy
Melanie Pieterman; Ian L. Hardy
Demolition of Marina Toilets 06/13/0447/SU

COPY

Dear Mrs Pieterman,

Further to my appeal against the demolition of the Marina Toilets please find below my recent correspondence with Seb Duncan on the matter. Please can you attach these notes to my appeal? The distance to the nearest toilet blocks is shown below and we think that the loss of these would be seriously detrimental to tourism in the central beach/ seafront area. It would be unthinkable to have a scenario where visitors to the busiest seafront area have to walk almost 1km in either direction to get to the nearest toilet and back.

Kind regards

John and Billy Daniels
Golf Explorations Ltd

Dear Mr Duncan,

I am writing further to my previous e-mails regarding the demolition of the Marina Toilets. There are numerous businesses that rely on these for their staff and customers (6 arcades, 6 food concessions, 4 beach concessions, Pirates Cove etc etc) not to mention the general public. I have measured the distance with a measuring wheel and from the pavement outside of Pirates Cove the round trip distance to the jetty toilets is 860m (940yds) and to the Euston road toilets it is 940m (1028yds).

The loss of these facilities will be devastating to the central beach area and seafront. To ignore the needs of all of these businesses and the general public for the sake of a few parking spaces for the leisure centre would be extremely short sighted and would greatly damage tourism in Great Yarmouth.

I would also ask why if GYBC feels there is no need for toilets in this location it has agreed to install some in the new ice cream kiosk at the site? Why would this tenant not be invited to use the toilets in the Marina Centre just as everybody else is?

I would urge GYBC to reconsider the scheme and review their priorities so that tourism does not suffer at the expense of one leisure centre.

Kind regards

Billy Daniels
Golf Explorations Ltd

APPLICATION NO
0447 SL1
06/13/0465/F

ACK 11/9/13

S

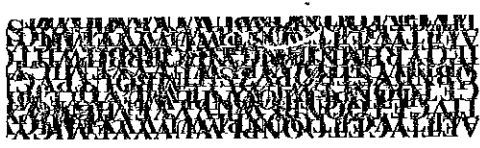
Great Yarmouth Borough Council
Customer Services
10 SEP 2013

E. Wilson

47, Helion Pl Avenue

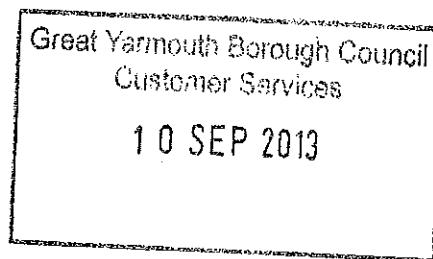
Thornhill Suffolk IP88B

To whom it concerns
my husband and I come every year
twice or three times a year he is disabled
and I see a lot of older people struggling
to walk around the sea front what are
they going to do if the toilets are closed.



APPLICATION No
06/13/0465/F

F.M. CRACKNELL S
ACK 11/9/13 17A WENSUM WAY
BELTON.

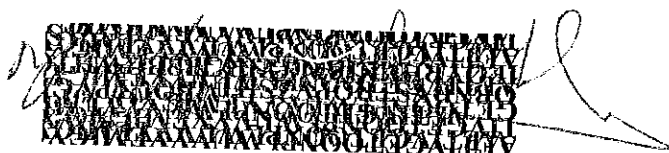


ET. YARMOUTH
NORFOLK
NR31 9NY.

Dear Sir / Madam,

I am writing to protest
to the closure of the toilets on Yarmouth
Promenade. We regularly walk along
the Sea Front and my Wife has had to use
that toilet block many times as she suffers
with Crohns Disease. So I strongly
Protest at the proposed closure of these
Toilets.

Yours Sincerely

A handwritten signature, likely of Yvonne Sincenley, written over a redacted area.



ACK 11/9/13

Application No
06/13/0447/SUS

To whom it may concern,

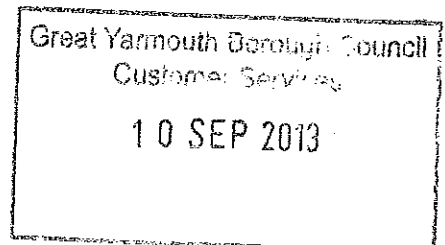
9.9.13.

on visiting Great Yarmouth Beach and
drinking in The Anchor Cafe. We were
informed of the possible closure of
the public toilets. Over the last
4 days my children have used those
toilets more than half a dozen times.
To think that we would have to
walk 1/4 mile to use the nearest
toilet is very daughting.

The public toilets are perfectly
situated for all families using
the beach - old and young and
to close them is a dreadful thing.
I hope to find them still there
next year when we visit &
it looks like we would have to find
another beach with suitable amenities

Kind Regards

Michelle Thorpe
29 Wellington place
Kylesbury
Bucks
HP21 8AR



Page 162 of 189

07747184812

Application Reference 16/13/0247/SU Attachments

ACK 11/9/13

S

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Tony Charity
Address Touchwood
Lound Road
Blundeston
Lowestoft
Suffolk

Post Code IP11 2SATelephone 01493 751111Email Address tony.charity@touchwood.co.ukFor or Against ☐ OBJ ☐ ObjectSpeak at Committee ☐

For the sake of a few extra parking spaces you are proposing to remove an amenity which is important to many who visit this particular part of the seafront, particularly older visitors and those with young children (or nephews and nieces). This proposal will also have a detrimental impact on the many businesses whose livelihoods depend on the area remaining popular (in no small part because it has these facilities). Should the project go ahead I suspect there will be unintended consequences: businesses closing and further general decline.

Is there really no alternative? The whole thing seems rather rushed and ill-considered. But that is just my opinion.

Date Entered 10-09-2013Internet Reference OWPC83

Application Reference

16/13/1447/SU

Attachments

ACK 10/9/13

Copy to existing Consultee? ☐Invalid Consultee Comment? ☐

Name Richard Lamb

Address 141 Lichfield Road

Post Code

Telephone

Email Address

For or Against

GC

General Comments

Speak at Committee

Having viewed the planning application which states "Change of use of hard and soft landscaped areas to car park. Alterations including new replacement ice-cream parlour" however some of the statutory responses have mentioned the demolition and removal of the toilet facilities. Is this the case? Are they going to be replaced? This is probably the busiest part of the promenade right in the centre of Marine Parade and to remove essential facilities for a few extra car park spaces (however much they are needed) seems almost scandalous. Is there a need for 57 spaces? So much need that the spaces that could be made without demolition are not enough?

I support this planning application.

Anything is better than an empty retail unit, and a branded coffee shop that will hopefully bring customers into the town centre should be encouraged. there are other coffee shops within the area (Starbucks/Mocha etc) but there should be enough customers that this would have no detrimental effect on their customer numbers.

Date Entered 09-09-2013

Internet Reference 10WPC80

Application Reference 06/13/0447/SU

Attachments

ACK 10/9/13

Copy to existing Consultee?

Invalid Consultee Comment?

Name Robert TranAddress 68 Salisbury RoadNorwich

Post Code

Telephone

Email Address

For or Against OBJ ObjectSpeak at Committee ☐

I am the lease holder for site 11, Anchor Cafe, Marine Parade

I am objecting to the proposed changes to the north of the Marina Centre application No 06/13/0447/SU

I am not opposed to any improvement to the sea front, especially as it is much needed in the area of the Marina Centre, but I am wholeheartedly against the removal of the toilet facilities

My cafe is situated next to the Anchor Gardens and these toilets are the closest available for me and my customers. It is bad enough that they are over 100 yards away but that is acceptable. Without the Marina Centre toilets the next closest public toilets are a quarter of a mile away, that is a half a mile round trip just to go to the toilet! Many of my customers are families with small children and elderly and they are not going to find this acceptable

Every day I am asked numerous times for directions to the nearest toilets, and this will just be the people that don't

know the area. When I personally use the toilets before opening the cafe there is already a steady stream of people heading through the toilet doors, by mid afternoon I really can't imagine the footfall but I do know that closed sections of the toilet are often opened by the public due to demand. Has any study actually been made in peak season as to the use of these facilities? I am confident that the numbers would be such that it would be obvious that the other two blocks along the sea front would not cope, should the person make it that far that is!

It has been suggested and promised that the public will be able to use the toilets in the Marina Centre front entrance. I am of the opinion that the numbers involved will not be tolerated by the centre, being in excess of the actual

customers entering.

People sitting on the beach for the day select their location depending on nearby facilities, if there are no toilets that will be nobody on the beach. Going around to the front of the Marina Centre to beg use of the facilities isn't going to be popular at all and an unacceptable solution.

After a family has ordered food and are waiting for it to be prepared, it is all too often that a child will decide that this is the moment that they must go to the toilet. What can I possibly tell my customer when the nearest toilet is a quarter of a mile away?

The closure would seriously affect the beach, the fun sites on the beach and all the nearby cafes as well as Pirates Cove golf and other small outlets on the roadside.

Over the decades various industries in Great Yarmouth have been on the decline or gone completely, tourism has never been as important for the town as it is now and it can be even better. There are now more parking attendants than operatives collecting litter/rubbish and cleaning toilets combined, closure of essential facilities will add to the feeling that the sea front is 'biting the hand that feeds it'.

I have collected the signatures of 240 people that have felt strongly against the closure of the toilets, this may not sound like many but it was accomplished in the last two days which is out of season and will be sent to you separately.

I am not against a new car park, but ask that the toilets remain. A sensible option would be to demolish the ladies section and split the remaining mens into two halves, leaving the ice cream kiosk and electricity substation intact. This will probably work out cheaper than rebuilding the ice cream kiosk alone and should be achievable without loss of too many parking spaces.

Application Reference 03/15/1247730

Attachments

ACK 10/9/13

S

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Rachel Rope

Address 68 Salisbury Road

Norwich

Post Code

Telephone

Email Address

For or Against

OBJ

Object

Speak at Committee ☐

I wish to object strongly to the demolition of the toilet block to make way for a dedicated car park for the Marina Centre as they play a key role in sustaining the areas viability as a tourist destination. I run the Esplanade Caf situated a short distance from the toilets, I am a regular user of the toilets and so are my customers, this area sustains a number of other businesses including several cafes, beach concessions, an adventure golf course and a boat operator, the closure of the toilets will be to the detriment of all these businesses.

Have the council done any research on the number of people using these toilets or the effects on the surrounding businesses and visitors if the toilets are taken away. I welcome any committee members to visit my caf and see

how many people ask where the nearest toiles are. Central beach is a popular area with visitors and residents due to the facilities available, by taking the toilets away the area will become less attractive. A desolated beach is not an image the council should be keen to portray.

Please consider the following points:-

As the Conservation Officer has already pointed out that the toilet block could remain and there would still be room for 30 car park spaces, the council have not provided any financial documents to support why the larger car park is required, or documents showing how car park customers will be charged.

There are currently two sides to the toilets one for ladies and one for men, a simple solution would be to demolish one block and convert the remaining one to a smaller divided toilet block for men and women, leaving the ice cream kiosk and substation intact.

I believe when the Marina Centre was built the replacement of an existing toilet block was a stipulation of the planning consent.

The replacement ice cream kiosk is much larger than the size of the original if this can be replaced why can't a smaller toilet block be built.

I also have concerns about the increased traffic crossing the promenade posing a danger to the horse-drawn landaus, road train, pedestrians and cyclists.

Date Entered 09-09-2013

Internet Reference 10WPC81

Application Reference 06/13/0447/SU

Attachments

ACK 10/9/13

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Keith Graham

Address 185 Fakenham Road

Taverham

Norwich

Post Code

Telephone

Email Address

For or Against

OBJ

Object

Speak at Committee

More car parking spaces are not needed as much as toilet facilities.

Date Entered 09-09-2013

Internet Reference 0WPC78

Application Reference 09/13/0447/SU

Attachments

Invalid Consultee Comment? ☐

ACK 10/9/13

Copy to existing Consultee? ☐

Name duncan watts

Address 104 main street

kibwirth

leicestershire

Post Code

Telephone

Email Address

For or Against

OBJ

Object

Speak at Committee

We visit this part of the beach so many times a year when we visit our holiday chalet in Mundsley the idea to remove the toilets from here and not replace them will affect so many visitors as the nearest facilities are more then a good walk away, The thought of seeing people urinating in bush's which is what will happen will so down grade the area, and how many additional car parking spaces will be gained the negative's to this plan far out way any positives gained

Date Entered 09-09-2013

Internet Reference 0WPC77

Application Reference 08/09/13/13

Attachments

ACK 9/9/13

S

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐Name Billy DanielsAddress Pirates Cove Adventure GolfMarine ParadeGreat YarmouthNorfolkPost Code NR11 1AATelephone 01493 711111Email Address billy.daniels@piratescove.co.uk

For or Against

☐ OBJ☐ ObjectSpeak at Committee ☐

We object to the demolition of the toilet facilities as these are of great value to tourism on the central seafront and central beach. Without these there will be no public toilets between the Jetty and Euston Road. This would be particularly unhelpful to the elderly and disabled or visitors with young children. It is also probably the prime tourist area on the seafront and it seems unthinkable that we would not be able to provide visitors with toilets here. This would be a problem for all local businesses and in particular for Pirates Cove as we have no access to local sewers. The removal of the toilets would have a disastrous effect on trade for all nearby businesses. The scheme looks overdone in as much that a smaller car park could be introduced (which does not involve extending the promenade) at less cost and the toilet block could remain. It could even be that the toilet block is reduced in size to allow for more car parking spaces ie the Gents toilet could become a ladies and gents simply by building a dividing wall. To have no toilet facilities in the middle of a tourist resort would be utterly unthinkable and disastrous for tourism businesses.

Date Entered 08-09-2013Internet Reference OWPC76

Mel Pieterman
Great Yarmouth Borough Council
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Your Ref: 06/13/0447/SU
Date: 5 September 2013

My Ref: 9/6/13/0447
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Mel

**Great Yarmouth: Change of use of hard and soft landscaped areas to car park.
Alterations including new replacement ice-cream parlour
Marina Centre Car Park (North of) Marine Parade Great Yarmouth**

The proposals have been subject to pre-application advice and the proposals have taken on board the Highway Authority's comments.

The works will involve alterations to the highway (off-site highway improvements) and in this respect a Small Highway Works permit will be required in order for the applicant's approved contractor to work on the highway to carry out these works. Further details in respect of the permit will be forthcoming if the planning permission is granted, and this will be forward directly to the applicant.

It is unclear from the submission as to whether a Highway Safety Audit has been carried out on the works, primarily in relation to those affecting the highway. Due to the nature of the proposal it is consider that such an audit should be carried out. The audit should be carried out by an accredited Safety Audit engineer, preferably with MSoRSA registration. Alternatively Norfolk County Council can offer this service, and the estimated cost for this is in the region of £700.00; and which could be included as part of the Small Highway Works Permit process.

You will be ware that over recent years Marine Parade, in partnership with the Borough Council, has undergone significant environmental enhancement works, and it is imperative that the materials used on the highway match the materials that have been used in the enhancement project. Any queries in relation to materials should be addressed to the highway engineer for the area, Robert West on 0344 800 8020

Whilst having no objection to the proposals, I would recommend that the following conditions and informative notes are appended to any grant of permission your Authority is minded to make.

Continued.../

SHC 39A Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site highway improvement works as indicated on drawing number 13374/201 Rev A have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 39B Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

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

SHC 50 The materials used in the off-site highway works shall match as far as is reasonably practicable the existing highway materials.

Reason: To ensure visual continuity and to protect the environment of the local highway corridor.

Inf. 1 It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained; for SHWP typically this can take between 3 and 4 months. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich. Please contact Stuart French on 0344 800 8020.

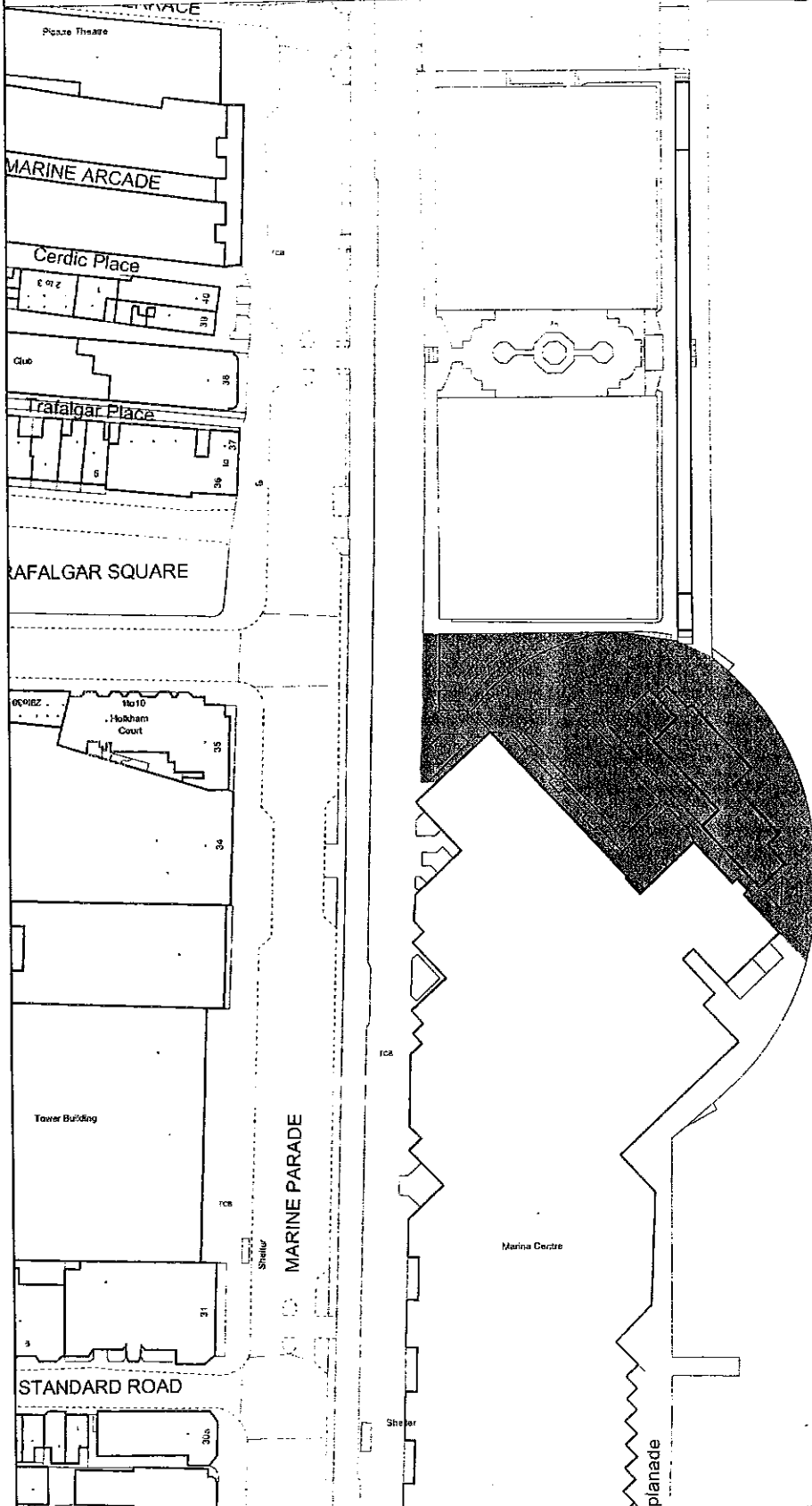
Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

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

Yours sincerely



Highways Development Management & Licensing Officer
for Director Environment, Transport and Development

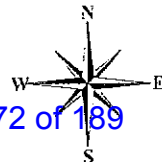


GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Business Services,
Town Hall, Great Yarmouth,
Norfolk. NR30 2QF

10 0 10 20 30 40 50 60 70 80 90 100
Metres

Scale = 1:1250 @ A4



Reference: 06/13/0439/SU

Parish: Gorleston

Officer: Mr G Clarke

Expiry Date: 26-09-2013

Applicant: GY Community Housing

Proposal: Use of four communal grass areas for communal parking areas

Site: Oxford Avenue/Brasenose Avenue
Gorleston

REPORT

1. Background / History :-

- 1.1 The areas involved in the application are four grassed areas in the Oxford Avenue/Brasenose Area of the Magdalen Estate. The proposal will provide parking for 42 cars which will not be allocated to particular properties but will be used on a first come first serve basis. Two of the areas will provide spaces directly adjoining the road, the large area adjoining Oxford Avenue will provide 18 spaces in a parking area with a single point of access. The fourth area is an area of open space laid to grass which separates two terraces of houses between Brasenose Avenue and Oxford Avenue.
- 1.2 There is a shortfall of parking available within the estate and the proposal has been put forward as a way of increasing off-road parking to help to reduce parking problems in the surrounding area.

2 Consultations :-

- 2.1 Highways – No objections subject to standard conditions.
- 2.2 Neighbours – Two letters/comments have been received, one person objects to the loss of open space at Brasenose Avenue, the other has no objections subject to the spaces being permit only.
- 2.3 Norfolk Constabulary – Supports the application but has some concerns if planting/landscaping conceals the parking areas.
- 2.4 Trees Officer – No objections but would recommend using techniques to limit the impact on mature trees.

3 Policy :-

3.1 POLICY TCM13

DEVELOPMENT WILL NOT BE PERMITTED WHERE IT WOULD ENDANGER HIGHWAY SAFETY OR THE SATISFACTORY FUNCTIONING OF THE LOCAL HIGHWAY NETWORK. IN APPROPRIATE CASES A TRAFFIC IMPACT ASSESSMENT WILL BE REQUIRED TO DEMONSTRATE THAT DEVELOPMENT PROPOSALS CAN BE SATISFACTORILY ACCOMMODATED WITHIN THE HIGHWAY NETWORK TAKING INTO ACCOUNT ANY IMPROVEMENTS PROPOSED.

(Objective: To ensure that new development does not prejudice highway safety or the free flow of traffic.)

4 Assessment :-

- 4.1 When the Magdalen Estate was laid out few residents owned cars and there was sufficient parking available, over the years with increasing car ownership parking on the estate has become a problem with the lack of parking leading to inappropriate parking near road junctions and on landscaped areas. GY Community Housing has identified the sites involved in the application as having the potential to provide off-road parking which will help to solve the parking problems. According to the Design and Access Statement submitted with the application, consultations have been carried out with tenants in the area and the majority are in favour of the idea.
- 4.2 The Highways Officer has no objections to the proposal subject to resolving some minor design and landscape issues.
- 4.3 One of the comments received states that the car parking would be a useful addition to the community assuming that it is permit only, they would not like to see the area being turned into an overflow car park for the hospital and other local amenities. As it will not be possible to allocate a space to every house in the area Community Housing are of the opinion that it is better to leave the spaces unmarked so they are used on a first come, first served basis. This view is also supported by the Police who say in their letter that as there is not sufficient parking to provide one space for each dwelling any allocation would probably cause more problems in this case.
- 4.4 The other letter is from the occupier of no. 148 Brasenose Avenue which raises concerns that the communal green between the houses off Brasenose Avenue

will be lost which is an area where children enjoy playing. There are terraces of houses on either side of this area and the open space provides a break between them and an area where children can play as the letter writer states. However, none of the occupiers of the dwellings facing the open space have objected and it therefore has to be assumed that they support the application and would rather have parking spaces than the grassed area.

- 4.5 The proposed spaces will provide much needed parking in the area and in general the need for the parking is supported by local residents.

5 RECOMMENDATION :-

- 5.1 Approve – the proposal complies with Policy TCM13 of the Great Yarmouth Borough-Wide Local Plan.

ACK 28/8/13

5

Application Reference 06/13/0438/SU Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name calum envis

Address 120 brasenose avenue

Post Code NR317EP

Telephone 07967857812

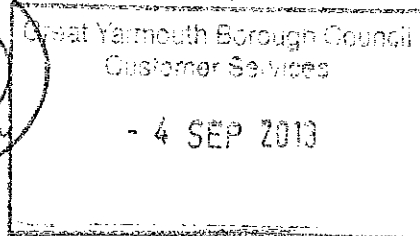
Email Address calumfish69@hotmail.co.uk

For or Against NOS ☐ Subject to Condition ☐Speak at Committee ☐

i think this would be a useful addition to our community assuming that its permit only, i dont want what i like to think of as my front lawn being turned into a overflow carpark for the hospital and other local amenities, there is a need for more carparking spaces within the local area as i have had to park some distance from my property on several occasions but it must put local residents first. we will be the ones who lose our communal green space so it makes sense that we should be the ones to benefit - PUT LOCALS FIRST!!

Date Entered 25-08-2013

Internet Reference 10WPC72



ACK 4/9/13

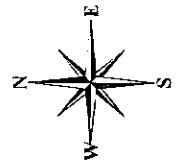
MR. J. NAPOROWSKI,
148 BRASENOSE AVENUE,
GORLESTON, GT. YARMOUTH,
NORFOLK. NR31 7EP.
31/8/13.

Dear Sir/Madam

Planning Application Ref No. 06/13/0439/GU

With reference to the above, regarding the use of four communal grass areas for communal parking areas, I am writing in as I object to the change in use of the one situated on Brasenose Avenue. I have no objections to the ones situated on Oxford Avenue, but feel very strongly that a communal green where small children enjoy playing on, and that children enjoy cycling around is going to be ruined just for car parking. It seems ridiculous to situate car parking there, where in fact this could be incorporated onto the land where the Festolga Arms Pub is. I know there are plans to demolish this and build eight houses and two flats. Using common sense and logic, wouldn't it be better to scale back development to just 4 houses, and put a communal parking area on that land. Alternatively, do not build any houses or flats on that land, but just use the land for parking, with trees and plants to landscape the area with access from Gorton Road. This could mean that even the greens on Oxford Avenue do not have to be changed. I hope that common sense prevails, and at least the communal green on Brasenose Avenue is left untouched. I hope you take on board these views before making a final decision. Thank you.

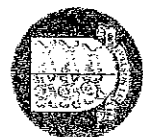
Yours Faithfully



Scale 250 @A4

© Crown copyright and database rights (2013)
Ordnance Survey [100018547]

06/13/0439/SU



GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Development Department,
Trafalgar House, Greyfriars Way,
Great Yarmouth, Norfolk. NR30 2QE

Graham A. Clarke

m: Jason Beck
Sent: 03 October 2013 12:46
To: Graham A. Clarke
Subject: 06/13/0439/SU

Hello Graham,

I just wanted to add a little more advise to the above application

Patrick Tabor suggested the development should follow the no dig, load bearing specification for driveways and parking areas as outlined in APN1.

Many Thanks

JASON BECK

Planning Assistant (Strategic Planning)

Great Yarmouth Borough Council

Tel: 01493 846422 E-mail: jb@great-yarmouth.gov.uk

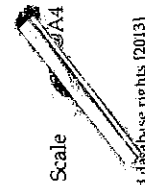
Website: www.great-yarmouth.gov.uk

The information contained in this email is intended only for the person or organisation to which it is addressed. If you have received it by mistake, please disregard and notify the sender immediately. Unauthorised disclosure or use of such information may be a breach of legislation or confidentiality and may be legally privileged.

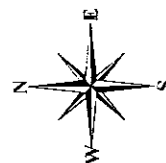
Emails sent from and received by Members and employees of Great Yarmouth Borough Council may be monitored.

Unless this email relates to Great Yarmouth Borough Council business it will be regarded by the Council as personal and will not be authorised by or sent on behalf of the Council. The sender will have sole responsibility for any legal actions or disputes that may arise.

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



© Crown copyright and database rights (2013)
Ordnance Survey [100018547]



06/13/0439/SU



Planning and Development Department,
Trafalgar House, Greyfriars Way,
Great Yarmouth, Norfolk. NR30 2QE

PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE	06/13/0333/CD
PARISH	Belton & Browston 10
PROPOSAL	Demo.of extg barns & rebldg of barns for pro.unit for an adult with learning diff.store & act.DOC 4 - PP:06/11/056/F
SITE	Decoy Farm Browston Lane Browston Great Yarmouth
APPLICANT	Kingsley Healthcare
DECISION	APPROVE (CONDITIONS)

REFERENCE	06/13/0426/F
PARISH	Belton & Browston 10
PROPOSAL	Proposed single storey rear extension
SITE	57 Fern Gardens Belton Great Yarmouth NR31 9QY
APPLICANT	Mr A King
DECISION	APPROVE

REFERENCE	06/13/0437/F
PARISH	Belton & Browston 10
PROPOSAL	Two storey side extension and new garage
SITE	The Jays Beccles Road Belton Great Yarmouth
APPLICANT	Mr S Westgate
DECISION	APPROVE

REFERENCE	06/13/0448/F
PARISH	Belton & Browston 10
PROPOSAL	Side and rear two storey extension
SITE	1 Selwyn Drive Belton Great Yarmouth NR31 9LP
APPLICANT	Mr I Walpole
DECISION	APPROVE

REFERENCE	06/13/0323/F
PARISH	Bradwell S 2
PROPOSAL	Demo.of extg 2m high boundary wall that sep.front & rear gar den.New 2m high wall to enclose land.Re-pos.gate
SITE	31 Clover Way Bradwell Great Yarmouth NR31 8RH
APPLICANT	Mr J High
DECISION	APPROVE

PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/13/0324/F**
 PARISH Bradwell S 2
 PROPOSAL Provision of war memorial for village of Bradwell

SITE Church Walk (Open Space)
 Bradwell Great Yarmouth

APPLICANT Mr J Caborn
 DECISION **APPROVE**

REFERENCE **06/13/0429/F**
 PARISH Bradwell S 2
 PROPOSAL Proposed side extension to form utility room and porch

SITE High Beeches Beech Rise Bradwell
 Great Yarmouth NR31 8NU

APPLICANT Mrs L Carass
 DECISION **APPROVE**

REFERENCE **06/13/0445/F**
 PARISH Burgh Castle 10
 PROPOSAL Proposed rear extension over existing single storey extension - to form enlarged bedrooms

SITE 5 High Road Burgh Castle
 Great Yarmouth

APPLICANT Mr Turner
 DECISION **APPROVE**

REFERENCE **06/13/0404/F**
 PARISH Caister On Sea 3
 PROPOSAL Static caravan to provide anc. residential acc. & storage/ treatment room for Home Heamo dialysis for diaylsis patient

SITE 11 Reynolds Avenue (Land to rear of)
 Caister Great Yarmouth

APPLICANT Mrs A Nicholson
 DECISION **APPROVE**

REFERENCE **06/13/0431/PDE**
 PARISH Caister On Sea 3
 PROPOSAL Notification of larger home extension - Flat roof extension to provide kitchen/ dining area and entrance lobby

SITE 52 Roman Way Caister
 Great Yarmouth NR30 5JX

APPLICANT Mr N Beckett
 DECISION **APPROVE**

REFERENCE **06/13/0334/F**
 PARISH Filby 6
 PROPOSAL Proposed conservatory to rear

SITE 2 Foundry Cottage Main Road
 Filby Great Yarmouth

APPLICANT Lyn Baker
 DECISION **APPROVE**

PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/13/0420/LB**
 PARISH Filby 6
 PROPOSAL Retrospective application for two windows - and replacement of a further eight
 SITE Chestnut House Main Road
 Filby Great Yarmouth
 APPLICANT Mr G Walton
 DECISION **LIST.BLD.REFUSE**

REFERENCE **06/13/0424/F**
 PARISH Filby 6
 PROPOSAL Single storey flat roof rear extension
 SITE Valentine Cottage Main Road
 Filby Great Yarmouth
 APPLICANT Mr C Avery
 DECISION **APPROVE**

REFERENCE **06/13/0423/F**
 PARISH Great Yarmouth 5
 PROPOSAL Proposed single storey front extensions. Two storey rear extension
 SITE 146 Burgh Road Gorleston
 Great Yarmouth NR31 8AZ
 APPLICANT Mr B Ainslie
 DECISION **APPROVE**

REFERENCE **06/13/0455/F**
 PARISH Great Yarmouth 5
 PROPOSAL Proposed conservatory at front
 SITE 19 Exeter Road Gorleston
 Great Yarmouth NR31 7QD
 APPLICANT Mr D Williams
 DECISION **APPROVE**

REFERENCE **06/13/0468/CD**
 PARISH Great Yarmouth 5
 PROPOSAL Demo.of former PH & erect 8 2- bedrmd terraced hses,1 3-bedrm hse,6 2-bedrm aparts,& 3-1bed aparts.DOC 4,10,12,13 -12/0052
 SITE Former White Horse PH 39 Burnt Lane
 Gorleston Great Yarmouth
 APPLICANT Wellington Construction Ltd
 DECISION **APPROVE (CONDITIONS)**

REFERENCE **06/13/0311/F**
 PARISH Great Yarmouth 9
 PROPOSAL Construction of a single storey vehicle servicing, repair and MOT test centre and alterations to car parking
 SITE Gapton Hall Road Great Yarmouth
 Norfolk NR31 0NL
 APPLICANT Technostar Ltd
 DECISION **APPROVE**

PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE	06/13/0352/F
PARISH	Great Yarmouth 9
PROPOSAL	Erection of four industrial units with ancillary storage yards and car parking facilities
SITE	Harfreys Road Great Yarmouth Norfolk NR31 0LS
APPLICANT	J W Munnings
DECISION	APPROVE
<hr/>	
REFERENCE	06/13/0456/A
PARISH	Great Yarmouth 11
PROPOSAL	Fascia signs, window graphics, ATM display and post sign
SITE	150 Brasenose Avenue One Stop Community Stores Ltd Gorleston Great Yarmouth
APPLICANT	One Stop Convenience Stores
DECISION	ADV. CONSENT
<hr/>	
REFERENCE	06/13/0470/PDE
PARISH	Great Yarmouth 11
PROPOSAL	Notification of larger home extension - Demolition of existing rear conservatory and erection of new rear extension
SITE	204 Brasenose Avenue Gorleston Great Yarmouth NR31 7EE
APPLICANT	Mr G Cornwall
DECISION	PERMITTED DEV.
<hr/>	
REFERENCE	06/13/0174/F
PARISH	Great Yarmouth 14
PROPOSAL	Change of use and alterations to create 4 self contained dwellings
SITE	20 & 21 South Quay Great Yarmouth Norfolk NR30 2RG
APPLICANT	Shallosquare Ltd
DECISION	APPROVE
<hr/>	
REFERENCE	06/13/0175/LB
PARISH	Great Yarmouth 14
PROPOSAL	Change of use and alterations to create 4 self contained dwellings
SITE	20 & 21 South Quay Great Yarmouth Norfolk NR30 2RG
APPLICANT	Shallosquare Ltd
DECISION	LIST.BLD.APP
<hr/>	
REFERENCE	06/13/0392/CU
PARISH	Great Yarmouth 14
PROPOSAL	Retrospective application for change of use from guest house to HMO
SITE	11 Nelson Road South Great Yarmouth Norfolk NR30 3JL
APPLICANT	Mr G Cracknell
DECISION	APPROVE
<hr/>	

PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/13/0412/A**
 PARISH Great Yarmouth 14
 PROPOSAL Double sided projecting illuminated sign

SITE 167 King Street Great Yarmouth
 Norfolk NR30 2PA

APPLICANT Salvation Army Charity Shop
 DECISION **ADV. CONSENT**

REFERENCE **06/13/0427/F**
 PARISH Great Yarmouth 14
 PROPOSAL COU from single residential house to house in multiple occ ,comprising of 6 flats with shared kit & bathroom accom.

SITE 33 Rodney Road Great Yarmouth
 Norfolk NR30 2LH

APPLICANT Mrs L Hudson
 DECISION **APPROVE**

REFERENCE **06/13/0340/F**
 PARISH Great Yarmouth 15
 PROPOSAL Replacement of railings and gates

SITE St Nicholas Priory CE VA Junior School
 St Nicholas Road Great Yarmouth

APPLICANT Mr M Adams
 DECISION **REFUSED**

REFERENCE **06/13/0434/F**
 PARISH Great Yarmouth 15
 PROPOSAL Removal of condition no.1 of Planning Permission
 06/12/0559/CU restricting use as HMO to Mr & Mrs D Halford

SITE 108 Wellesley Road Abbeydale
 Great Yarmouth NR30 2AR

APPLICANT Mr D Halford
 DECISION **APPROVE**

REFERENCE **06/13/0305/F**
 PARISH Great Yarmouth 19
 PROPOSAL Proposed first floor extension over kitchen and bathroom

SITE 32 Blackwall Reach Gorleston
 Great Yarmouth NR31 6RU

APPLICANT Mr T Betts
 DECISION **APPROVE**

REFERENCE **06/13/0411/A**
 PARISH Great Yarmouth 19
 PROPOSAL Replacement of 1 fascia and 1 hanging/projecting sign

SITE 85 High Street Sue Ryder Care
 Gorleston Great Yarmouth

APPLICANT Mrs E Jarmin
 DECISION **ADV. CONSENT**

PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/13/0444/F**
 PARISH Great Yarmouth 21
 PROPOSAL Proposed rear single storey kitchen and living room extension
 SITE 32 Hawkins Avenue Great Yarmouth
 Norfolk NR30 4AH
 APPLICANT Mr Hannant
 DECISION **APPROVE**

REFERENCE **06/13/0460/F**
 PARISH Great Yarmouth 21
 PROPOSAL Proposed front porch to allow for installation of new staircase
 SITE 28 Kitchener Road Great Yarmouth
 Norfolk NR30 4HU
 APPLICANT Mr C Barford
 DECISION **APPROVE**

REFERENCE **06/13/0428/A**
 PARISH Hopton On Sea 2
 PROPOSAL Freestanding advertisement hoarding
 SITE Sidegate Road (Land at) Hopton
 Great Yarmouth Norfolk
 APPLICANT East Coast Hospice Ltd
 DECISION **ADV. CONSENT**

REFERENCE **06/13/0430/F**
 PARISH Hopton On Sea 2
 PROPOSAL Erection of single storey side and rear extension
 SITE 7 St Clement Mews Hopton
 Great Yarmouth NR31 9SZ
 APPLICANT Mr P Halifax
 DECISION **APPROVE**

REFERENCE **06/13/0491/CD**
 PARISH Hopton On Sea 2
 PROPOSAL Proposed 3 bedroom bungalow and detached double garage - Discharge of Conditions 3 & 4 Re: PP 06/13/0285/F
 SITE Marine Close (Land off)
 Gorleston (Parish of Hopton) Great Yarmouth
 APPLICANT Mr T Hall
 DECISION **APPROVE**

REFERENCE **06/12/0679/EU**
 PARISH Ormesby St.Marg 16
 PROPOSAL Application for a certificate of lawfulness for existing use of portacabin as a residential unit
 SITE 79A Yarmouth Road Ormesby St Margaret
 Great Yarmouth NR29 3QF
 APPLICANT Mr R Samuels
 DECISION **EST/LAW USE CER.**

PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE	06/13/0033/F
PARISH	Ormesby St.Marg 16
PROPOSAL	Proposed removal of existing extract system and provision of new extract ducting, filters, silencer and flue
SITE	Planet Spice 2 Filby Lane Ormesby St Margaret Great Yarmouth NR29 3JR
APPLICANT	Mr K Miah
DECISION	APPROVE
<hr/>	
REFERENCE	06/13/0343/F
PARISH	Ormesby St.Marg 16
PROPOSAL	Retrospective application for a 1.9m high fence along North Road boundary and continue along Station Road boundary
SITE	1 Station Road Ivydene Residential Care Home Ormesby St Margaret Great Yarmouth
APPLICANT	Mrs M Martin
DECISION	APPROVE
<hr/>	
REFERENCE	06/13/0381/F
PARISH	Ormesby St.Marg 16
PROPOSAL	1)Repos.front veh.access & bld 1800mm high front wall.2)Demo of extg garage & construct new 3)Sgle storey utility & lounge
SITE	36 Station Road Ormesby St Margaret Great Yarmouth NR29 3NH
APPLICANT	Mr T Gennery
DECISION	APPROVE
<hr/>	
REFERENCE	06/13/0394/F
PARISH	Ormesby St.Marg 16
PROPOSAL	2-storey extn to side,rear & front,extn to front & new pitched rf to garage (alts to elev.&increase size -12/0243/F
SITE	27 Station Road Ormesby St Margaret Great Yarmouth NR29 3NH
APPLICANT	Mr S Tovell
DECISION	APPROVE
<hr/>	
REFERENCE	06/13/0453/F
PARISH	Ormesby St.Marg 16
PROPOSAL	Demolish rear extension and rebuild
SITE	22 The Green Ormesby St Margaret Great Yarmouth NR29 3JT
APPLICANT	J & AWE Masterson
DECISION	APPROVE
<hr/>	
REFERENCE	06/13/0363/F
PARISH	Ormesby St.Michael16
PROPOSAL	Detached carport/outbuilding
SITE	Church Farm Main Road Ormesby St Michael
APPLICANT	Mr & Mrs Keyzor
DECISION	APPROVE
<hr/>	

PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING DETERMINATION BY THE GROUP MANAGER (PLANNING) UNDER DELEGATED POWERS

REFERENCE **06/13/0443/F**
 PARISH Ormesby St.Michael16
 PROPOSAL Proposed storage building

SITE Pear Tree Villa Main Road
 Ormesby St Michael Great Yarmouth

APPLICANT D C Hunt Engineers Ltd
 DECISION **APPROVE**

REFERENCE **06/13/0478/F**
 PARISH Ormesby St.Michael16
 PROPOSAL Single storey flat roof extension to form garden room

SITE Prospect House Main Road
 Ormesby St Michael

APPLICANT Mr D Crane
 DECISION **APPROVE**

REFERENCE **06/13/0379/A**
 PARISH Winterton 8
 PROPOSAL A Type board sign

SITE 6 Prospect Place Black Street Winterton
 Great Yarmouth

APPLICANT Mr D Winter
 DECISION **ADV. CONSENT**

REFERENCE **06/13/0385/F**
 PARISH Winterton 8
 PROPOSAL Removal of hedge and erection of 1.8m fence

SITE Lantern Cottage King Street
 Winterton Great Yarmouth

APPLICANT Mr M Stirland
 DECISION **APPROVE**

REFERENCE **06/13/0414/F**
 PARISH Winterton 8
 PROPOSAL Proposed detached garage

SITE Amity House Old Chapel Road
 Winterton-on-Sea

APPLICANT Mr L Tweed
 DECISION **REFUSED**

* * * * End of Report * * * *

**PLANNING APPLICATIONS CLEARED BETWEEN 01-SEP-13 AND 30-SEP-13 FOLLOWING
DETERMINATION BY THE DEVELOPMENT CONTROL COMMITTEE**

REFERENCE **06/13/0292/F**
PARISH Bradwell N 1
PROPOSAL Erection of two, semi- detached, two bedroom houses,
revised parking layout and relocation of public footpath
SITE Kingfisher Close (Land to the north of 146)
 Bradwell Great Yarmouth
APPLICANT GY Development Company
DECISION **APPROVE**

REFERENCE **06/13/0436/SU**
PARISH Great Yarmouth 15
PROPOSAL Change of use and alterations of two further tennis courts
to additional car parking
SITE North Drive Car Park Great Yarmouth
 Norfolk
APPLICANT Great Yarmouth Borough Council
DECISION **APPROVE**

REFERENCE **06/13/0304/F**
PARISH Ormesby St.Marg 16
PROPOSAL Proposed sub-division of garden to form plot for
detached house and garage
SITE 14 Beach Road Scratby
 Great Yarmouth NR29 3AJ
APPLICANT Mr T Philpott
DECISION **REFUSED**

* * * * End of Report * * * *