

Reference: 06/18/0069/F

Parish: Filby

Officer: Mr G Clarke

Expiry Date: 25-05-2018

Applicant: Orwell Housing Association

Proposal: Construction of two new dwellings and refurbishment of existing semi-detached dwelling for affordable rent and new vehicular access.

Site: 1 Ormesby Lane
Filby

REPORT

1 Background / History :-

- 1.1 The application site is on the north - eastern side of the junction of Ormesby Lane and Green Lane and is currently part of the garden to the side and rear of a semi-detached house (1 Ormesby Lane). There is farmland to the rear and grazing paddocks on the opposite side of Green Lane to the south west, the other half of the semi is to the north east. The site is at the end of a line of 12 semi-detached houses that are separated from the village development boundary to the south by the paddocks between Green Lane and a bungalow known as Philmar Lodge. Planning permission was granted in June 2017 for the erection of three houses on land to the north east of Philmar Lodge. When these houses are built there will be a gap of just over 50 metres between the built-up part of the village and the application site. It is a condition of that planning permission that a footpath is provided across the frontage of that site.
- 1.2 The application as originally submitted was for the erection of four dwellings which consisted of a pair of semi-detached houses facing Ormesby Lane and another pair of semis facing Green Lane. Objections to this proposal were received from the Highway Authority, the Parish Council and local residents. The Highways Officer considered that Green Lane was not suitable to serve further dwellings, visibility standards could not be met and that there was insufficient parking on site.
- 1.3 Following these objections the applicant amended the layout to a pair of semi-detached houses facing Ormesby Lane with a revised vehicular access leading to a parking area at the rear of the site with space for seven vehicles. It is this revised proposal that the Council is asked to determine.

2 Consultations :-

- 2.1 **Highways** – no objections subject to standard highway conditions regarding access and parking.
- 2.2 **Parish Council** – to be reported.
- 2.3 **Environmental Health** – suggests limit on hours of work and that the applicant should undertake an informal noise assessment and dust suppression methods should be employed.
- 2.4 **Anglian Water** – to be reported.
- 2.5 **Housing Strategy** - There is an identified need for housing in the northern rural parishes as a whole. Based on current number of applicants in the allocations pool, 29 applicants require a 2 - bed property in the northern parishes and therefore would be eligible to be considered for this site.

We would anticipate applying a local lettings policy given the location of this site (outside the village boundary) to ensure local people are given priority.

The delivery of an additional 2 x 2 bed units in this location would be of great benefit given our current level of need.

- 2.6 **Neighbours/local residents** – 19 objections were received to the original application for four houses with 9 objections received to the revised proposal. The reasons for objection are over-development, there is no footpath from the site to Main Road, increased traffic; the sewerage system will not be able to cope with additional dwellings; wrong location for low income families; the parking area will become a dumping ground; external materials are different to the existing dwellings; and the front doors are in the wrong place.

3 Policy :-

3.1 POLICY CS2 – Achieving sustainable growth

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

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

- Approximately 35% of new development will take place in the borough's Main Towns at Gorleston-on-Sea and Great Yarmouth
 - Approximately 30% of new development will take place in the borough's Key Service Centres at Bradwell and Caister-on-Sea
 - Approximately 30% of new development will take place in the Primary Villages of Belton, Hemsby, Hopton on Sea, Ormesby St Margaret, Martham and Winterton-on-Sea
 - Approximately 5% of new development will take place in the Secondary and Tertiary Villages named in the settlement hierarchy
 - In the countryside, development will be limited to conversions/replacement dwellings/buildings and schemes that help to meet rural needs
- b) To ensure compliance with Policy CS11, the proportions of development set out in criterion a) may need to be further refined following additional work on the impact of visitor pressures on Natura 2000 sites
- c) Ensure that new commercial development for employment, retail and tourism uses is distributed in accordance with Policies CS6, CS7, CS8 and CS16
- d) Promote the development of two key strategic mixed-use development sites: the Great Yarmouth Waterfront area (Policy CS17) and the Beacon Park extension, south Bradwell (Policy CS18)
- e) Encourage the reuse of previously developed land and existing buildings

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

3.2 Policy CS4 – Delivering affordable housing

The need to provide additional affordable housing is one of the greatest challenges facing the borough. To ensure that an appropriate amount and mix of affordable housing is delivered throughout the borough, the Council and its partners will seek to:-

- a) Maximise the provision of additional affordable housing within the overall provision of new residential developments. Table 7 below indicates the affordable housing thresholds and percentage targets that will be sought through negotiation for each of the housing sub-market areas. In order to decide whether a particular site exceeds the requisite size thresholds set out above, the Council will assess not only the proposal submitted but also the potential capacity of the site. Affordable housing provision for key sites will be considered separately, in accordance with policies CS17 and CS18

Table 7: Affordable housing sub-market area

		Threshold figure	Percentage sought
Affordable housing sub-market area 1	Caister, Gorleston, Great Yarmouth North and Northern rural	5 dwellings	20% affordable
Affordable housing sub-market area 2	Bradwell, Great Yarmouth South and South Quay, Gorleston West and South West Rural	5 Dwellings	10% affordable
Affordable housing sub-market area 3	Great Yarmouth Town Centre	15 Dwellings	10% affordable

b) Ensure that affordable housing is either:

- Provided on-site using this contribution to deliver homes of a type, size and tenure agreed by the developer and the local authority based on local evidence and where appropriate, delivered in partnership with a Registered Provider; or
- Provided via an off-site financial contribution, in exceptional circumstances

c) Ensure that new affordable housing, when provided as part of a market housing site, is well integrated into the development in terms of its design and layout

d) Support proposals for housing on small rural exception sites where there is no conflict with other Local Plan policies and the following criteria are met:

- The majority of the homes provided are affordable
- The site is within, or adjacent to, the existing settlement
- A housing need has been identified, either in the parish or in one or more of the adjacent parishes, for the type and scale of development proposed
- The proposed development is considered suitable by virtue of its size and scale in relation to the Settlement Hierarchy in Policy CS2

4 Assessment :-

4.1 The application has been submitted by Orwell Housing Association for a pair of semi-detached houses for affordable rent so although the application site is outside the village development limit for Filby it can be considered as a site for development under criterion (d) of Policy CS4 which allows affordable housing on small rural exception sites subject to the development satisfying other Local

Plan policies regarding such matters as the effect on the character of the area and highway safety. The Housing Strategy Officer has stated that there is an identified need for housing in the northern rural parishes as a whole and the delivery of an additional 2 x 2 bed units in this location would be of great benefit given our current level of need.

- 4.2 The site is outside the Village Development Limit but directly adjoins it along the northern boundary, the Interim Housing Land Supply Policy (IHLSP) gives guidance on the development of such sites until the emerging Development Policies and Site Allocations Local Plan Documents are adopted and where the Borough Council cannot demonstrate a five year housing supply. As of April 1st 2017 the Borough has a 4.13 year supply of housing land and as such is a significant material consideration in the determination of this application. If a local planning authority cannot show that they are meeting this requirement, their policies with regards to residential development will be considered to be "out of date" therefore that para 14 of the NPPF is engaged (harms must significantly and demonstrably outweigh the benefits to justify a refusal, reduced weight to existing adopted Local Plan policies As an authority we would then be significantly less able to resist all but the most inappropriate housing development in the area without the risk that the decision would be overturned at appeal under the presumption in favour of sustainable development.
- 4.3 The layout of the development shows the new dwellings being built on the garden to the side of the existing house with the front elevation being in line with the existing development. There will be a driveway between the new dwellings and the existing house leading to a parking area at the rear of the site which will have 7 spaces for the existing and new houses. The highway standard for a development of this size requires two spaces per dwelling so the proposal meets the standard in respect of off-road parking. The existing vehicular access to the site will be widened and improved to serve the new development; the visibility at the access point complies with highway requirements; the Highways Officer has no objection to the application on the grounds of highway safety.
- 4.4 The design of the dwellings is not identical to the existing houses at 1 to 12 Ormesby Lane but it is similar in scale and proportion. The site is not within a Conservation Area and some of the existing houses have been altered and extended, so there is no good planning reason why the new houses should be required to duplicate the original housing design.
- 4.5 The proposal will result in the existing house and the proposed houses having narrower road frontages than the existing dwellings but this is concluded to not have a significant adverse effect on the character of the area.
- 4.6 There is currently no footpath from the site all the way to Main Road but there is a section of footpath across the frontage of Philmar Lodge and this will be extended when the recently approved houses to the north east of the dwelling are built. There will still not be a complete footpath to Main Road but this is the

situation as it is and is the same as faced by the residents of the existing houses should they decide to walk. There is no reason to assume that the future residents of the houses will not own a car just because they are for affordable a rent rather than being sold on the open market.

- 4.7 Some of the residents have commented that the sewerage system is inadequate and that no. 12 Ormesby Lane has been flooded. However Anglian Water has been consulted and considers that the system has the capacity to cope with the additional dwellings.

5 RECOMMENDATION :-

- 5.1 Approve – In the context in the absence of a 5 year housing land supply planning policies relating to housing can be deemed out of date and the balance is tilted towards sustainable development. There is no significant nor demonstrable harm that would outweigh the need to supply housing in a sustainable location and as such the application is in accordance with current National Planning Policy. The proposal complies with Policies CS2 and CS4 of the Great Yarmouth Local Plan: Core Strategy.

ACK 4/5/18

S

Elaine Helsdon

From: tim lawson [REDACTED]
Sent: 04 May 2018 00:52
To: plan
Subject: 06/18/0069/F

FAO Mr Dean Minns
Ref 06/18/0069/F

Please find this e mail with my objection, I have been trying for several days to get it posted via the planning portal but keep getting error messages so have decided to send it this way.

As the adjoining neighbour I still object to the proposal for many reason. as mentioned in previous objections there can not be any more houses built in this area as the sewage system will not cope as it is already overloaded and will completely crash with further additional houses added to it. There is no footpath from the proposed site and makes walking down Ormesby lane very dangerous, especially where it joins the main road and narrows to not much more than a car width, this would be a perilous place to cross should you be trying to get to the bus stop on the other side of the junction. The development still looks like 'over development ' and the width of the drive between the two properties is very narrow and would represent a real Pedestrian hazard should someone walking down it meet a vehicle, also if the spaces at the end are all occupied and a visitor comes down the drive they will then have to reverse out onto Ormesby Lane, worse still if a home delivery van turns up it is highly likely to go down the drive as it is shaped like a funnel and invites you down but once at the bottom of the drive the driver of the van will discover there is no possible way of turning round and will result in the only action possible, this being reversing out on to Ormesby Lane BLIND, this area of the properties will be where all the cars are started, where multiple shunts back and forth to get into the space will be performed, where they will be washed, music played, repaired, all of which will be a dreadful and intolerable noise nuisance to my self and neighbours, plus the concentrated area of vehicle is highly likely to fill the area with exhaust fumes, wafting large amounts of toxins straight over the fence and into our relaxment areas, It is also likely to become a dumping ground, as these sorts of areas often do become.

It is still the wrong location for low income families with all local amenities being a car journey and the nearest shopping centre also a car journey, All the properties from number 1 to number 12 are rendered top to bottom, the plan shows a brick bottom and is clearly not in keeping with the neighbouring and close properties, the front doors are also in the completely wrong place compared to the current properties. Any additional properties will increase visitor vehicles parking on the pavement making it dangerous to pedestrians and greatly increasing the chance of an accident. The planning committee must come to the only right decision and refuse this type of over development, if this property was in private hands this sort of over development would never gain planning status as everyone reading this is likely to agree with, just because it is owned by the council it doesn't mean the decision should be any.

Tim Lawson
2 Ormesby Lane

Dear Mrs Helsdon,

Ack 3/5/18

S

I live at number 4, Ormesby Lane. I appose this planning aplication 06/18/0069/F.

The general building in Filby is well above 6%. The school is not big enough, we do not have a doctors or a dentist in this village. This village is not suitable for gross building work.

Ormesby lane is not very wide, there is not a foot path and the cars drive very fast, even though it is a 30 mile road.

There is parking on the road which makes it difficult to get out of our houses. More houses makes more cars and more parking. Then more danger.

The sewage does not cope at the momment. It ends up above ground in number 12 front garden.

You have given planning permission for more housing on the other corrnor of Green Lane already. Are you going to build foot paths all the way to the main road and improve the drains and sewage systems?



ACK 2/5/18

S

Application Reference 06/18/0069/F

Attachments

Invalid Consultee Comment?

Copy to existing Consultee?

Name BRIAN MCDONNELL

Address 1 The Old Smithy

Main Road, Filby

Great Yarmouth

Norfolk

Post Code NR29 3HS

Telephone [REDACTED]

Email Address [REDACTED]

For or Against OBJ Object

Speak at Committee [REDACTED]

I made extensive comments in a letter objecting to the initial proposal for four additional homes on this property. This is a watered down application in view of the strength of opinion initially but my objections still stand. The infrastructure is not suitable to take additional residents in particular the absence of any footpath leading from Green Lane to the Main Road. The Ormesby Lane at this junction is extremely narrow and totally unsuitable for pedestrians. By increasing the number of residents one is increasing the probability of a serious accident. Affordable home residents are normally of the younger generation with children and are the typical pedestrians. The school and shop are over a mile away and they will have to negotiate the aforementioned junction. An accident waiting to happen. Unless something could be done to install a footpath and improve the junction at the same time then any development on this road is reckless in the extreme.

Date Entered 02-05-2018

Internet Reference OWPC1683

ACK 2/5/18 5

Application Reference

Invalid Consultee Comment?

Copy to existing Consultee?

Name

Address

Post Code

Telephone

Email Address

For or Against

Speak at Committee

I object to the revised plans to build on the site of number 1. I am aware there are already going to be 3 new properties built further up the lane. Ormesby Lane is precisely that - a lane. It struggles at times with the volume of farm traffic and traffic that cuts through this lane. Two vehicles cannot safely pass one another, someone always has to give way. I feel this could be an additional hazard when building work commences. With 2 new properties it will just add to the volume. I understand that twice a year there is flooding from the sewerage system and that the garden of number 12 has to be pumped out, how is the system going to cope with extra properties? We move on to parking, yes you have allowed parking spaces and i note from the plans a turning space, however looking at the plans it is going to take quite a skilled driver to manoeuvre vehicles in this area, that is if the area is clear for cars as i feel it may be used as a possible dumping ground by the residents or the possibility of it being used as a meeting point for children to hang out. I feel it is a shame that already trees and bushes have been cleared and clearly destroyed. From the plans it is obvious the hedge down the side of the existing property will need to be replaced with a fence for the driveway between the properties, what a shame that we lose yet more shrubbery and greenery. I do not feel this is in keeping with the other properties that don't have parking and have a drive like these. I also notice that the new houses are only half rendered and the position of the front doors is not in keeping with the other properties. I have looked at the space available and referred back to your plans and i am still very concerned about how they are going to fit width wise. I notice that on Green Lane the width of the lane isn't wide and that the farm vehicles take the entire width to get down the lane, i feel the border of the property could be very close to the lane and a possibility that an accident could happen. Another concern is local amenities, if the residents do not have a car the local shop is a mile away, the nearest doctor is Fleggburgh. The bus service is practically non existent unlike a town. The nearest playing field is a mile away. I feel that the plans are lacking realistic measurements and would be most interested to see the properties marked out visually to get a better picture of what you are planning to build.

Date Entered

Internet Reference

ACK 2/5/18

S

Application Reference 08/18/0029.F

Attachments

Invalid Consultee Comment?

Copy to existing Consultee?

Name ross bird

Address 7, Ormesby Lane

Filby

gt yarmouth

norfolk

Post Code NR293HX

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

I still strongly object to this on highways and traffic issues along a country LANE also the sewage system already struggles with 12 houses this is without your development .

Also is the space wide enough as very few measurements where visible on plans , these properties are suppose to match existing but do not front door position is wrong ,also plans show only half rendered not fully pebble dashed . I also worry that with parking at the rear this will become a dumping ground and cause vermin problems and possible noise issues also you may still try building on it at later date, i feel this development is a step to far as the lane has had other planning granted which is soon to start and possibly additional houses added also if your development is allowed will this lead to more development between existing properties on an already busy country LANE

Date Entered 01-05-2018

Internet Reference OWPC1679

Application Reference 06/18/0069/F Attachments

Invalid Consultee Comment?

Copy to existing Consultee?

Name S Travis

Address 9 Ormesby Lane

Filby

GT Yarmouth

Post Code NR29 3HX

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

Vehicle access for resident parking, plan show at bottom of garden. Driveway between new and No 1 would be dangerous and difficult to use for 6 or 7 cars, then to manoeuvre to park. Access to Ormesby Lane would be dangerous with Green Lane so near, large machinery and various farm traffic constantly using Green lane. Sewerage problem as No12 has overflowing sewerage coming up from drains approximately twice a year now. New housing will be built right on edge of land near lane.

Date Entered 30-04-2018

Internet Reference OWPC1677

Ack 25/4/18

S

Application Reference 06/18/0069/F

Attachments

Invalid Consultee Comment?

Copy to existing Consultee?

Name Christine Bird

Address 8 Ormesby Lane,

Filby

Great Yarmouth

Post Code NR293HX

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

Although the applicant has reviewed the original application I still feel that this is overdevelopment of a domestic garden, and consent will lead the way to more of this type of development. I feel that the design with parking at rear of properties does not conform with the existing properties, and the possible amount of traffic coming onto Ormesby lane, quite close to the junction with the Green Lane, could be an accident waiting to happen, given that there is already plans for three more larger properties on the adjacent land and the possibility of more. The removal of hedges and trees is worrying as the wildlife which we all appreciate will be lost and the replacement with fences goes against the look of the countryside. Presumably if approved the properties will be rendered to fit in with the existing ones although the positioning of the front doors already goes away from this.

Also, having already extended my property to the Borough Councils strict rules etc I do not see how a pair of reasonably sized family houses will fit on the plot, given the highways recommendations for visibility and safety!!



Date Entered 24-04-2018

Internet Reference OWPC1672

06/18/0069/F

S

Elaine Helsdon

From: Jenny [REDACTED]
Sent: 15 April 2018 12:53
To: plan
Subject: Fwd: Ormesby Lane Filby

I understand that the plans for 1 Ormesby Lane Filby have been amended to 2 dwellings to be built on the plot.

I still think that this is not the right place for affordable housing as all the amenities of the village are at least a mile away. The school, shop and playing field are not in easy reach without a car. This then brings with it further problems of adequate parking for perhaps 2 vehicles per house. There is not sufficient space for up to 6 cars on this plot. Parking on the length of pavement that we do have causes enough problems as it when you then have to walk in the road to get round them. Off road parking for all vehicles is a necessity and I still don't see that there is enough space in front of this property.

We still have the issue of the sewer system not coping with the existing 12 houses. Another 2 would only exacerbate the situation.

This plot is not suitable for redevelopment and would set a precedence for all other households to apply for permission to insert another dwelling on their property making a total of up to another 12 houses. This is also not feasible but if you allow this development to take place how can you refuse anyone else?

On the grounds of not being a suitable location for affordable housing, additional traffic and parking, sewers that can't cope as it is and perhaps opening the area up to unsuitable redevelopment, I object to the amended application.

Regards Jenny Kennedy

Sent from my iPad

Begin forwarded message:

From: Jenny [REDACTED]
Date: 9 March 2018 at 14:20:22 GMT
To: plan@great-yarmouth.gov.uk
Subject: Ormesby Lane Filby

I wish to notify my objection to the proposed plans for 4 houses on the plot of 1 Ormesby Lane Filby.

This site is totally unsuitable for 4 houses. There is not enough space for parking. Although parking spaces appear to be planned, there is no adequate parking for any visitors or deliveries. Especially so for the properties facing and accessed by Green Lane. This road is too narrow with only 1 car width. If this lane is blocked by parking vehicles it would obstruct the farm vehicles that it is designed for.

Affordable housing should surely be closer to amenities. The nearest shop and the local school are a mile away. The nearest supermarket is approximately 3 miles away. Therefore anyone living at these properties would need 2 vehicles if at least one person was working and the other

Jill K. Smith

From: DAVE DIBB [REDACTED]
Sent: 18 April 2018 11:20
To: plan
Subject: 06/18/0069/F

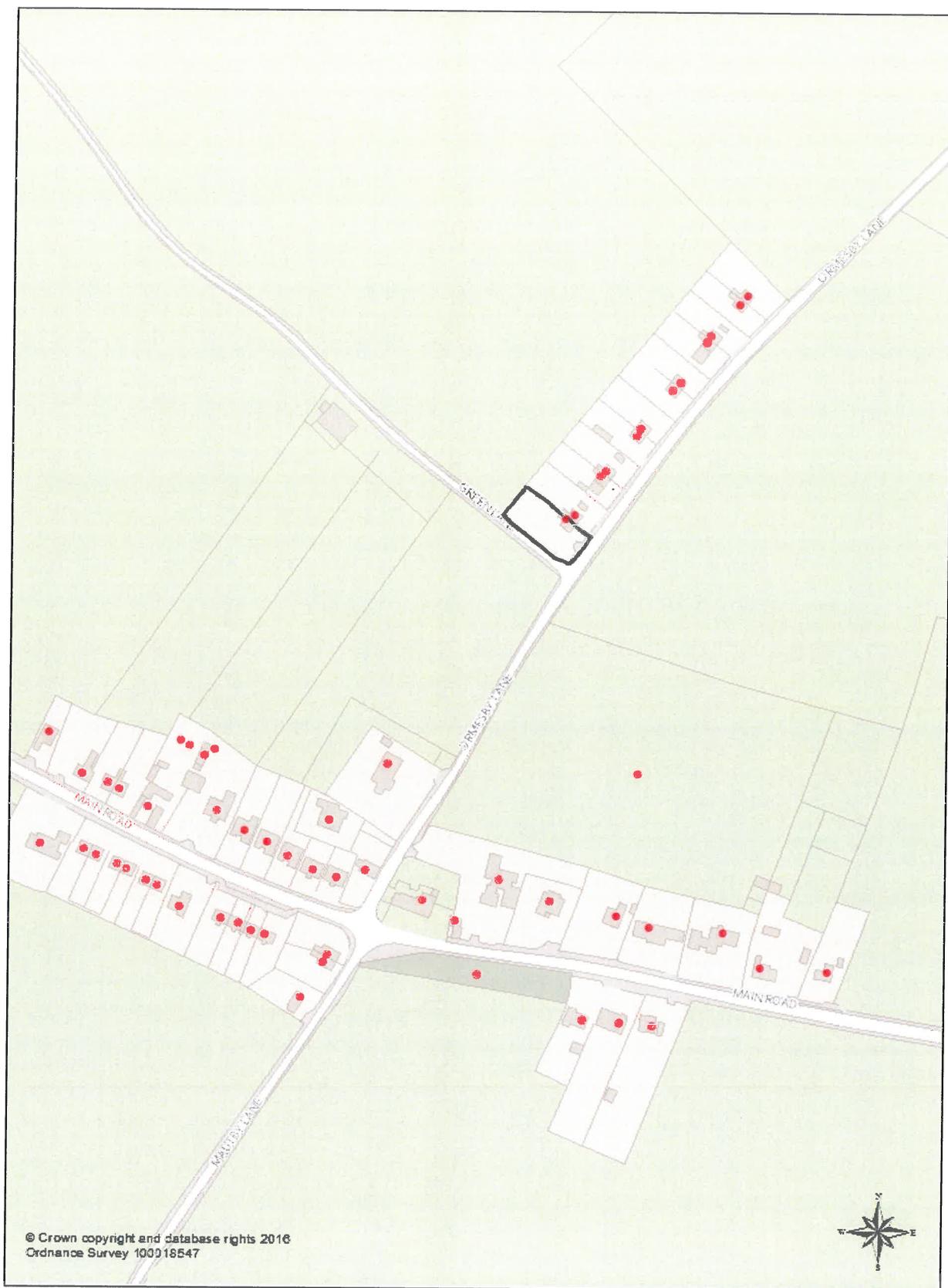
-----Original message-----

From : [REDACTED]
Date :
To : plan@great-yarmouth.gov.uk
Subject : 06/18/0069/F

To Mrs E Helsdon,

I appose this planning application on behalf of my family and my self. building as a hole in Filby has gone mad. We have had far more than our percentage of homes built over the last couple of years. The schools can not cope. we are not very near a doctors or dentist. Which will mean that low income familys are traveling needlessly. Keep them near good amenities. The Sewage overflows at least twice a year into no 12 garden and you do nothing about it. You dont look after the remaining council properties in this road. You evicted the family living at no 1. When they didnt pay there rent. The property then stood empty for 2 years. Then you spent money on having the garden tidied. Why build more affordable housing for you to disregard? I know that a family wanted to move into that house to have a large garden to be self- sufficient, you refused them. Its just greed. Nothing to do with affordable housing. If you had looked after no 1 it wouldnt need refurbishing again. With high speed traffic and no paths poor parking for all of these houses. I believe you to be making a mistake, you will corse us all upheavall and inconvenience.

Jane Dibb no3



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Great Yarmouth Borough Council

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

Mapping Browser Export

1:2,500