

**Reference:** 06/16/0445/F

**Parish:** Bradwell

**Officer:** Mr G Clarke

**Expiry Date:** 26-08-2016

**Applicant:** Messrs. J & S Leighton

**Proposal:** Construction of two bungalows and garages

**Site:** Rear of 12-18 Crab Lane  
Bradwell

## REPORT

### 1. Background / History :-

- 1.1 In 2014 planning permission was granted for the erection of two bungalows on the rear garden of 16 Crab Lane (06/14/0697/F), the bungalows have been built and are served by a vehicular access to the west side of the original house (no. 16). This application involves two separate areas of land to the rear of Crab Lane to the east and west of the recently built bungalows. The site to the east is part of the rear garden of 18 Crab Lane, the site to the west is a triangular area of land that is currently occupied by 21 lock-up garages. Access to the proposed dwellings will be via the new access that was formed for the two new bungalows, there is a vehicular access between 10 and 12 Crab Lane which currently serves the lock-up garages and provides rear access to the Bradwell Butchery. According to the letter from Bradwell Butchery local residents also use this access to park on the land to the rear of the houses on Crab Lane.
- 1.2 An application for three bungalows, two on the garage site and one at the rear of no. 18 was submitted earlier this year but this was withdrawn when the current application was submitted (06/16/0173/F).

### 2. Consultations :-

- 2.1 Highways – The proposal takes highway access from an existing private drive and if permitted the number of properties will not exceed eight which is the present number of properties considered appropriate to be served from a private drive. The visibility at the point of highway access accords with current requirements and is, in fact, secured by a Section 106 Agreement which was implemented under an earlier planning application for the site. Parking standards appear to have been met, but are reliant on the proposed garages being included in the parking assessment. In this respect the garages need to

comply with minimum internal dimensions, for which there appears to be ample room to accommodate. I propose to deal with this by conditions. In pre-application communication with the agent I did raise concerns about possible access via the service road between 10 and 12 Crab Lane. Whilst I appreciate that the residents of Crab Lane have a right of access to the rear of their properties, I did request appropriate assurances that this access road would not be utilised by the proposed development. Notwithstanding the comments made in the Design and Access Statement, there does not appear to be any physical barrier proposed. However, if acceptable to the LPA, I propose that this can be dealt with by condition.

- 2.3 Parish – Recommend rejection on the grounds that access to the properties would be very poor. Unlike the existing access between 10-12 Crab Lane, there is no splay for the proposed new access and it is too narrow for the number of vehicles likely to be using it to travel to and from the new properties.
- 2.4 Norfolk Fire & Rescue Service – No objections providing the proposal meets the necessary requirements of the current Building Regulations 2000 – Approved Document B (volume 1 – 2006 edition, amended 2007) as administered by the Building Control Authority.
- 2.5 Neighbours – Four letters of objection have been received, the main concerns are access, loss of the lock-up garages, parking, over-development, character of the area and drainage. Copies of the comments are attached.

### **3 Policy :-**

#### **3.1 POLICY CS1 – FOCUSING ON A SUSTAINABLE FUTURE**

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

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

- a) Sustainable growth, ensuring that new development is of a scale and in a location that complements the character and supports the function of individual settlements
- b) Mixed adaptable neighbourhoods, which provide choices and effectively meet the needs and aspirations of the local community

c) Environmentally friendly neighbourhoods that are located and designed to help address and where possible mitigate the effects of climate change and minimise the risk of flooding

d) A thriving local economy, flourishing local centres, sustainable tourism and an active port

e) Safe, accessible places that promote healthy lifestyles and provide easy access for everyone to jobs, shops and community facilities by walking, cycling and public transport

f) Distinctive places that embrace innovative, high quality urban design that reflects positive local characteristics and protects the borough's biodiversity, unique landscapes, built character and historic environment

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

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

### **3.2 POLICY CS2 – ACHIEVING SUSTAINABLE GROWTH**

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

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

- Approximately 35% of new development will take place in the borough's Main Towns at Gorleston-on-Sea and Great Yarmouth
- Approximately 30% of new development will take place in the borough's Key Service Centres at Bradwell and Caister-on-Sea
- Approximately 30% of new development will take place in the Primary Villages of Belton, Hemsby, Hopton on Sea, Ormesby St Margaret, Martham and Winterton-on-Sea

- Approximately 5% of new development will take place in the Secondary and Tertiary Villages named in the settlement hierarchy
- In the countryside, development will be limited to conversions/replacement dwellings/buildings and schemes that help to meet rural needs

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

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

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

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

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

### **3.3 POLICY HOU7**

NEW RESIDENTIAL DEVELOPMENT MAY BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE PARISHES OF BRADWELL, CAISTER, HEMSBY, ORMESBY ST MARGARET, AND MARTHAM AS WELL AS IN THE URBAN AREAS OF GREAT YARMOUTH AND GORLESTON. NEW SMALLER SCALE RESIDENTIAL DEVELOPMENTS\* MAY ALSO BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE VILLAGES OF BELTON, FILBY, FLEGGBURGH, HOPTON-ON-SEA, AND WINTERTON. IN ALL CASES THE FOLLOWING CRITERIA SHOULD BE MET:

- (A) THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE FORM, CHARACTER AND SETTING OF THE SETTLEMENT;
- (B) ALL PUBLIC UTILITIES ARE AVAILABLE INCLUDING FOUL OR SURFACE WATER DISPOSAL AND THERE ARE NO EXISTING CAPACITY CONSTRAINTS WHICH COULD PRECLUDE DEVELOPMENT OR IN THE CASE OF SURFACE WATER DRAINAGE, DISPOSAL CAN BE ACCEPTABLY ACHIEVED TO A WATERCOURSE OR BY MEANS OF SOAKAWAYS;
- (C) SUITABLE ACCESS ARRANGEMENTS CAN BE MADE;

- (D) AN ADEQUATE RANGE OF PUBLIC TRANSPORT, COMMUNITY, EDUCATION, OPEN SPACE/PLAY SPACE AND SOCIAL FACILITIES ARE AVAILABLE IN THE SETTLEMENT, OR WHERE SUCH FACILITIES ARE LACKING OR INADEQUATE, BUT ARE NECESSARILY REQUIRED TO BE PROVIDED OR IMPROVED AS A DIRECT CONSEQUENCE OF THE DEVELOPMENT, PROVISION OR IMPROVEMENT WILL BE AT A LEVEL DIRECTLY RELATED TO THE PROPOSAL AT THE DEVELOPER'S EXPENSE; AND,
- (E) THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE RESIDENTIAL AMENITIES OF ADJOINING OCCUPIERS OR USERS OF LAND.

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

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

#### **4 Assessment :-**

- 4.1 The proposal is a full application for a two bedroom bungalow and garage in the rear garden of 18 Crab Lane (plot 3) and a three bedroom bungalow and garage on the site of the existing lock-up garages (plot 4). The bungalows will be similar in design and size to the existing bungalows that have recently been built.
- 4.2 The bungalow on plot 3 will be built between one of the new bungalows and another recently built bungalow, no. 35 Beccles Road, with an access formed by extending the private drive across the space between no's 16A and 16B Crab Lane. The turning area and garage at the front of the bungalow will adjoin part of the rear garden of 20 Crab Lane.
- 4.3 The bungalow at 35 Beccles Road is at the end of a development of four bungalows built at the rear of 43 Beccles Road a similar development of bungalows in the rear garden has also been approved at the rear of 49 Beccles Road.
- 4.4 The bungalow at 35 Beccles Road has no windows facing the application site so will not be affected by the proposed bungalow and the occupiers of 16A and 16B have no objection. The bungalow itself is approximately 44m from the rear of 18 Crab Lane and 38m from the rear of 20 Crab Lane so will not have any significant effect on outlook to those dwellings. At present the fence on the boundary between 18 and 20 reduces in height in the area which will be to the front of the bungalow, no details of fencing have been submitted with the application but if new 2m high fencing is erected around the site there should not be any overlooking of adjoining gardens.
- 4.5 The proposed plot 3 will be larger in area than 16A and 16B Crab Lane and the bungalows at the rear of 43 Beccles Road and the type of layout proposed with

bungalows in rear gardens served by a private drive has been approved elsewhere in Bradwell in recent years.

- 4.6 The bungalow on plot 4 will be on a larger plot than most of the surrounding dwellings so the bungalow itself cannot be considered an over-development and it will not have any adverse effects on adjoining dwellings due to loss of outlook or privacy. The main concerns with this part of the development are the loss of the lock-up garages and the effect on the rear access to the butchers and adjoining dwellings. The loss of the garages may result in a loss of parking for nearby residents but the applicant could demolish the garages at any time without planning consent and the Council cannot insist that they remain for residents to park. The Bradwell Butchery and adjoining residents use the vehicular access between 10 and 12 Crab Lane, this access will remain and there will be a 5m wide access between the rear boundaries of the dwellings and the application site. This may make it difficult for vehicles to turn and it would be helpful if the applicant would give up some land in the vicinity of the access to make it easier for vehicles using the Butchery to manoeuvre. This possible revision is under discussion with the applicant and the outcome will be reported.
- 4.7 The use of the land for the siting of one bungalow instead of 21 garages will reduce the potential traffic movements in the vicinity and will result in less use of the existing access. The new access that serves the development does have the necessary visibility to meet Highway standards, part of the visibility splay crosses the front garden of 14 Crab Lane and, as mentioned in the Highways Officers comments, this was secured by a Section 106 Agreement at the time of the previous application.
- 4.8 Taking into account the similar developments that have been approved to the north of the site it is considered that this would not be an inappropriate form of development and it would be difficult to justify refusal of the application.

## **5 RECOMMENDATION :-**

- 5.2 Approve – the proposal complies with Policies CS1 and CS2 of the Great Yarmouth Local Plan: Core Strategy and saved Policy HOU7 of the Great Yarmouth Borough-Wide Local Plan.

Ack 20/8/16

## A & L Properties

59 jasmine Gdns, Bradwell, Gt Yarmouth

NR31 8Hu Tele: [REDACTED]

Ref 06/16/0445/F

26/08/16



To Mr Minns

I write in response to your letter dated 05/08/16 my concerns still stand about access to the rear of my property 4-6 Crab Lane Bradwell and also access for my tenant residing at 6a Crab Lane Bradwell.

I do feel that with eight years' work of property building in the village it is becoming over populated. It is difficult enough being able to get a child's place in school also being able to see a doctor without mentioning the hospital surely these matters need to be addressed

As I am sure you are aware Bradwell have a problem with drainage with more residents it will put more strain on the ancient sewage works we have already.

Yours truly

[REDACTED SIGNATURE]

Mrs Lisa Edmonds

Ack 26/8/16



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# BRADWELL BUTCHERY

BAKERY & DELICATESSEN

6 Crab Lane Bradwell Great Yarmouth Norfolk NR31 8DJ  
Telephone: 01493 661473 Email: info@bradwellbutchery.co.uk  
www.bradwellbutchery.co.uk



28/04/2016

Dear Dean Minns

Planning application

Ref. 06/16/0445/F

Proposal: constructions of 2 no. bungalows and domestic garages

Location: Crab Lane (rear of 12-18) Bradwell Great Yarmouth NR318DJ

I wish to raise concern regarding the above planning application in particular plot 4:

Firstly the 21 garages are a local asset to the local community and without them some small businesses would struggle to find alternatives storage, including myself who rents one of the garages, I know some of the other garages are let for business storage purpose, also for the residents which use the garages for their vehicles this would also cause a problem of were to keep their vehicles more parked on our already crowded roads/verges or more pleasant garden spaces turned into driveways ruining the of the look of property's and the area, and also more driveways more water down the drains and likelihood of local flooding.

Also my neighbours and I (myself the past 30 years) have had access to the rear of our properties and have all-ways parked our vehicles at the rear (photo enclosed). If our access is denied it would mean another 6-8 cars which are regally parked at the rear would have to find alternate parking in the nearby area.

I believe it being a poor trade-off for one dwelling, losing all 21 community garages, more cars parked on the road or verges, loss of gardens and look of property's, and more pressure on the drainage system.

I also have deliveries to the rear of the property and have access veer large gate which can be completely opened for access (see photo) for large lorry's.

Because of the narrow track leading to the rear of the property's it is necessary for any vehicle too swing left or right into their parking positions without impeding on other residents, I believe this





## BRADWELL BUTCHERY

BAKERY & DELICATESSEN

turning circle to be approximately 10.12 meters and approximately 15.11 meters for lorry deliveries from the end of the rear fence and I believe this should be maintained at all-time due the 30 years plus it has always been. It is also necessary for vehicles to be able to turn before returning to the road, which has never been a problem as the land was purposely laid out for all vehicles to be able to turn around before returning to the road and therefore not causing any road traffic issues backing out onto a busy road and bus route.

Crab Lane Bradwell Great Wymondley Norfolk NG9 6DQ  
Telephone 01493 661473 Email info@bradwellbutchery.co.uk  
www.bradwellbutchery.co.uk

It is, and was necessary access for the fire brigade to have access during a call-out some years ago.

There are no measurements on the plan could you tell me what is the distance between the rear fences of the property's on Crab Lane and the proposed boundary of the new property?

I also have planning permission for an extension to the rear of my butchery & bakery business which is necessary for the continued growth and the staff it employs, 15 including myself at the moment, and with the extension the ones that it will employ after the extension has taken place. The extension being at the rear of my business the only access would be the existing access I currently have had over the past 30 years, so I am concerned the access would be compromised for building materials if planning for the bungalow plot 4 were to be granted, and therefore have a detrimental effect on my business and any future employment if this access is not maintained.

With regard to plot 3 this looks total over development of this site and must be distressing for its exiting neighbour's. Bradwell is growing very fast and with the new developments (which I believe is continue for the next few years) by the new road system surly there is enough development without squeezing property's in small spaces.

I hope you will take all my concerns and I'm sure other resident concerns very seriously when reviewing this application

Yours sincerely

Andrew Edmonds

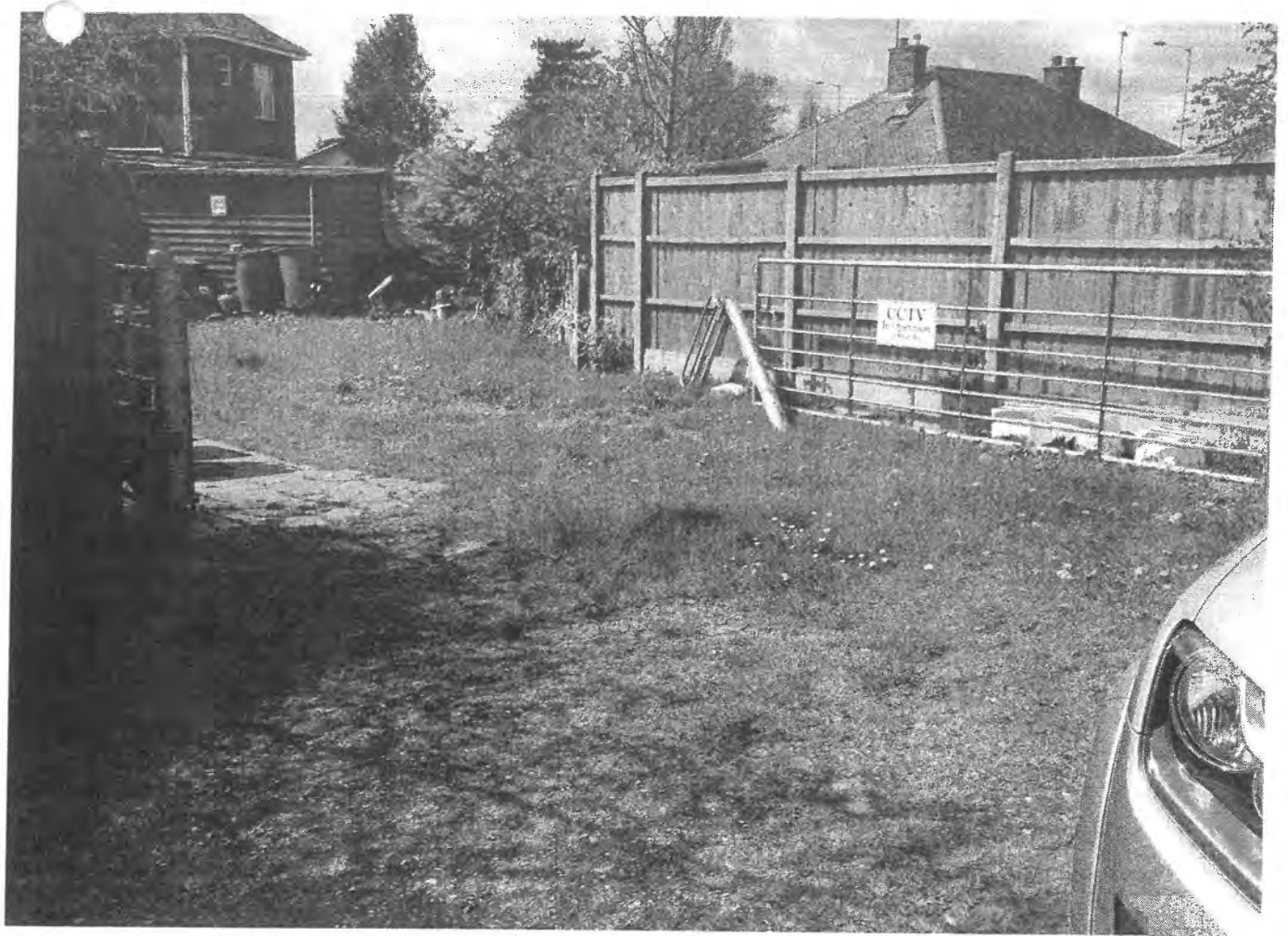


Residents Cars parked at rear of property's





access to rear of Bradwell Butchery for  
delivery lorries

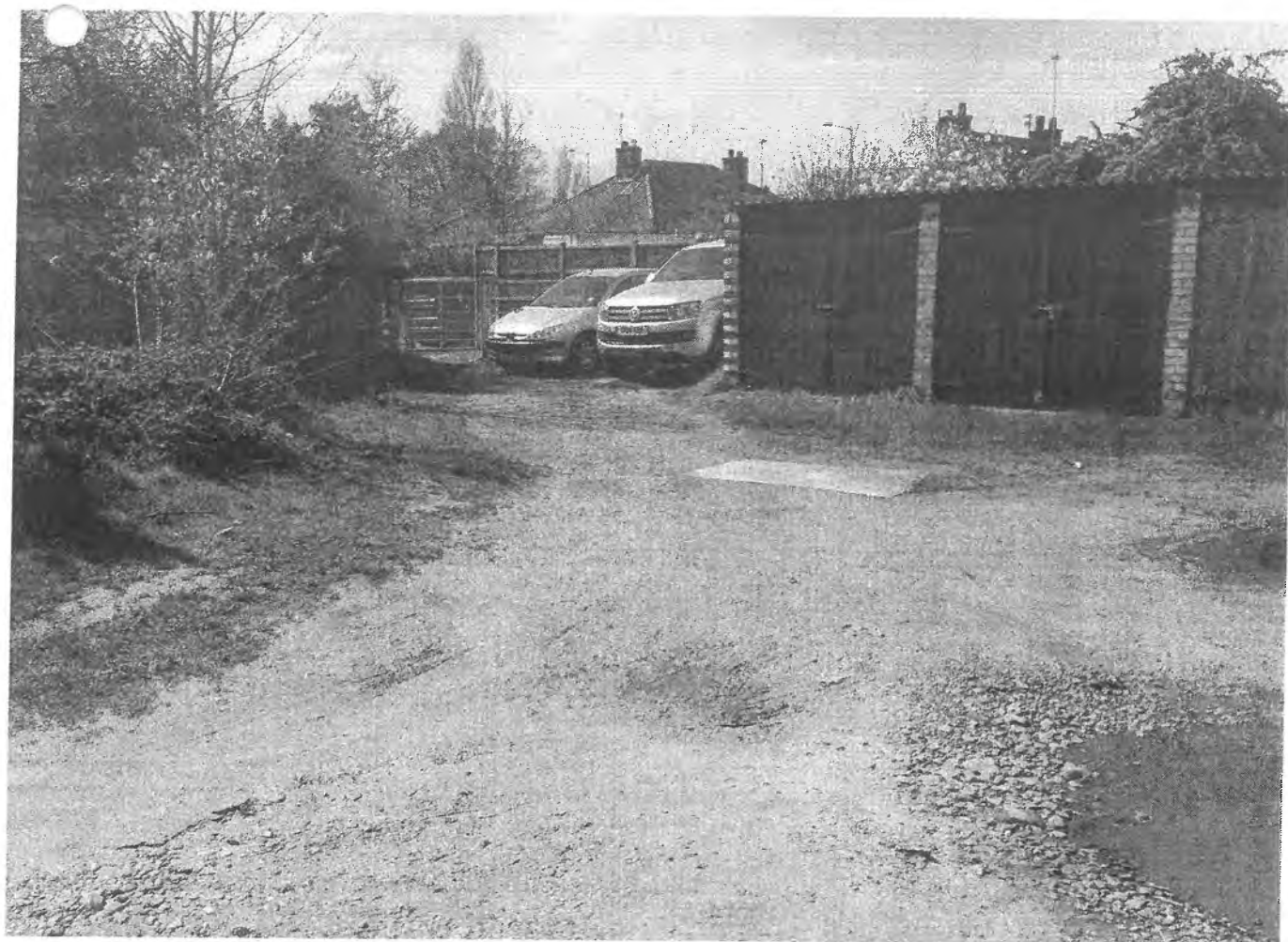


Gate is completely removeable for trucks etc.



Parking at rear for Bradwell Butchery and  
Flat 6a Crab Lane





ACK 24/8/16

S

Jill K. Smith

From:

Sent:

To:

Subject:

JOANNE BURCH

24 August 2016 13:20

plan

planning objection to plans 06/16/0445/f part 1

Mr and Mrs Burch  
20 Crab Lane  
Bradwell  
Gt Yarmouth  
NR318DJ

Application no. 06/16/0445/f

We wish to make you aware of a number of strong objections that we have with regards to the proposed development of an additional property on open space of 18 crab lane application no.06/16/0445/f as an immediate neighbor to the site of the proposed development, we are of the view that the proposed development will have a serious impact on our standard of living. Our specific objections are as followed.

#### Over development of the site

Looking at the new plans and with all the development to the site in the last two years we strongly feel these new plans will over develop/cram this site. From the site of 12 crab lane up to 22 crab lane and including the bungalows build at the back of 20 crab lane we are looking at a rough space of 6,500 sq yards. With the new development in place there would be 13 residents in this small area which we feel is totally unnecessary and is over crowding this area.

Had we have moved into 20 crab lane before the plans for 16 crab lane had been approved we would have objected to those developments as well based on that fact. This is another case of garden grabbing down this street.

We ourselves looked into developing our garden and put the proposal to Great Yarmouth borough council on the 18th February and your response was that our site was too small for development which we agree with. But you have now allowed plans to be submitted for the site next door which in our opinion is not much wider than ours. Therefore why has this plan been accepted?

Lastly there are many new builds being built around the new parts of Bradwell and with even more opportunely to build outwardly. Therefore we feel that there is no need to over develop smaller parts of land especially within the oldest part of Bradwell where it is simply not in keeping with the road or it's surroundings. We understand that you have a quota to fill within development but we feel you can do this easily without building on peoples gardens.

#### Detrimental impact of residential amenities

(Looking at the attached picture no.1) you can see that this street is characterized by it's long and big gardens, by allowing homes to be built on these gardens you are changing the character and history of the street which goes against planning law that states new developments should

"make a positive contribution to the street scene and the character of the area in which they are situated, and pay due regard to many things such as characteristic of adjoining buildings and land"



As stated in the above objection we feel these new bungalows are not in keeping with the street, its history or its character including especially its large open gardens. Our property is from the 1920's with few adaptations made to the house over the years. Therefore a new build bungalow with solar panels is defiantly not in keeping with this house or its street. We feel the bungalows built last year at 16 Crab lane were a mistake and to build further at 18 Crab lane to be a even bigger mistake. This can be backed up by our neighbors at 18 Crab lane, who like us moved to the area due the open space. They too unfortunately moved to the area after the plans for 16 crab had been approved. And have stated to us that they no longer wish to live here due to the "estate" feel and cramped effect the street now has. Like them we moved to this street because of the family population it has and the non over looked space it provides. We could have easily moved to the newer parts of Bradwell but felt the open gardens here where perfect for family life. We feel your proposal will not only destroy this way of life but will also due to the type of property being proposed will bring in older, retirement aged population to the area and dissolve the family feel to the street, once again changing its character.

#### Ground stability and drainage

Upon moving into 20 Crab lane we have called the water board out to check on our water pressure several times and they have said it is up to the maximum capacity that it can be. But our pressure within the house is still considered low. Our fear is that further drain on this source will decrease it even further. Also during times of heavy rain all the road drains flood down this street. Our main concern is the stability of the road outside. Our house has started to shake badly when large vehicles such as buses drive past. This got constantly worse around the time the road was dug up to install the amenities needed for the new builds at 16 crab lane. More recently the electric cable laid down at the time went faulty and melted leaving the whole street without power for 6 hours on the 13th April 2016. Subsequently the road was dug up for a 2nd time in 5 months causes more weakening to the road. We are assuming that these planned developments will again require the road to be dug up for a 3rd time and this could cause even more unsuitability to the road and our property. The road also had to be resurfaced at the top of crab lane but they stopped at no.10 and therefore have made no improvements to the road at this end.

#### Avoid town cramming

(picture 2) Looking at the last new build bungalows built by these developers, both properties have barely a couple of foot between the bungalows and the neighbors fence. Also the windows sit above the fence and look out onto the neighbors garden. This looks to be the same plan and design for the new proposed developments and we feel this in violation to your town cramming laws and privacy laws. Also as slated there is plenty of land to build on in new Bradwell without violating these rules so no need to build here.

#### Building affordable housing- planning obligation

The last 2 bungalows to be built by the current developers at the site of 16 Crab lane went up for sale as £190,000 for the 2 bed bungalow and £240,000 for the 3 bed bungalow. The 2 bed sold for £165,000 in February 2016 and the 3 bed is unknown to me but I should think it was somewhere near the asking price. The last selling price for the semi detached house at number 18 was £220,000 3 bed and number 20 was £196,500 for a 3 bed in 2014 to name just a couple. Although these properties are older they where both in good condition and both these properties have considerable sized gardens/land with them where as the new builds did not. A look online at selling cost down this street in the last few years shows that the new builds price has exceeded the average price of any sold property down this road in the last few years and therefore can not be deemed affordable housing for this area or for what space the new builds offer and therefore surly

cannot meet the planning criteria. Again I feel I must point out that it is pushing the family buyer out of the area which is not in this roads character.

#### Loss of privacy, light and overlooking

Planning states you must "achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effects due to bulk and proximity or outlook"

(please see attached photo no.3 and 4)

The new proposed plans show the position of the proposed bungalow which has been narrowed to fit the space better but we feel still sits far too close to our boundary. and the site of a garage has now been moved away from our fence which is a lot better than the original plans as long as that remains the position for the garage, any change in this position during planning or building will be highly contested by ourselves should the plans be authorized.

On the proposed plans it states that all living areas are on the right hand side of the new build to "avoid overlooking" both ourselves and no.37 Beccles Rd (see attached photo.no 7) live on the right hand side of the planned development and therefore it does not meet this criteria. Although no 37 is offered some protection from the conifers around it we do not and our fence would not be high enough to avoid overlooking from the proposed living room windows of the new build. Which brings me onto my next point, the plans do not show the thick conifers trees that surround the south and west of no.37's garden. (see attached photo no.5 and 6) there are 2 windows planned for the east of the new bungalow at the back of 18 crab lane. With the proximity to the neighbors fence and the height of the conifers the light provided through the windows on the east bedroom 2 and the kitchen will not be enough to meet building regulations surely?. This is why I implore the case worker for this development comes and see the site for themselves. as we feel the plans do not represent the site well enough.

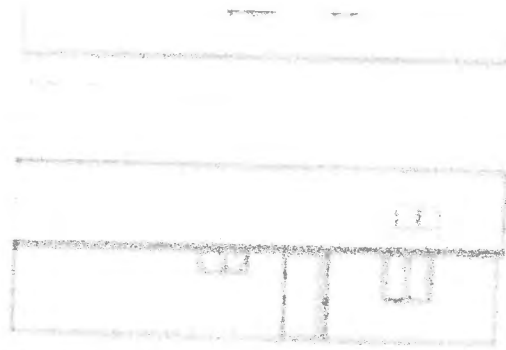
#### Security

There has been a bout of walk in burglary's in this area in the last few months mainly hitting unlocked sheds, conservatory and homes. by allowing the bungalow to build at the back of 18 crab lane you will also be opening up a public access and making it easy access to get to the back of our garden and we feel this weakens the security of our property and with a newborn on the way any week now we have very strong concerns over this matter and we hope you will not ignore this.

We hope you will consider the points I have raised with some weight. I am not a planning expert and therefore my arguments may seem little or non important to yourselves but to us they are very much real and considerable impacts to our way of life at this property.

yours sincerely

Mr and Mrs Burch



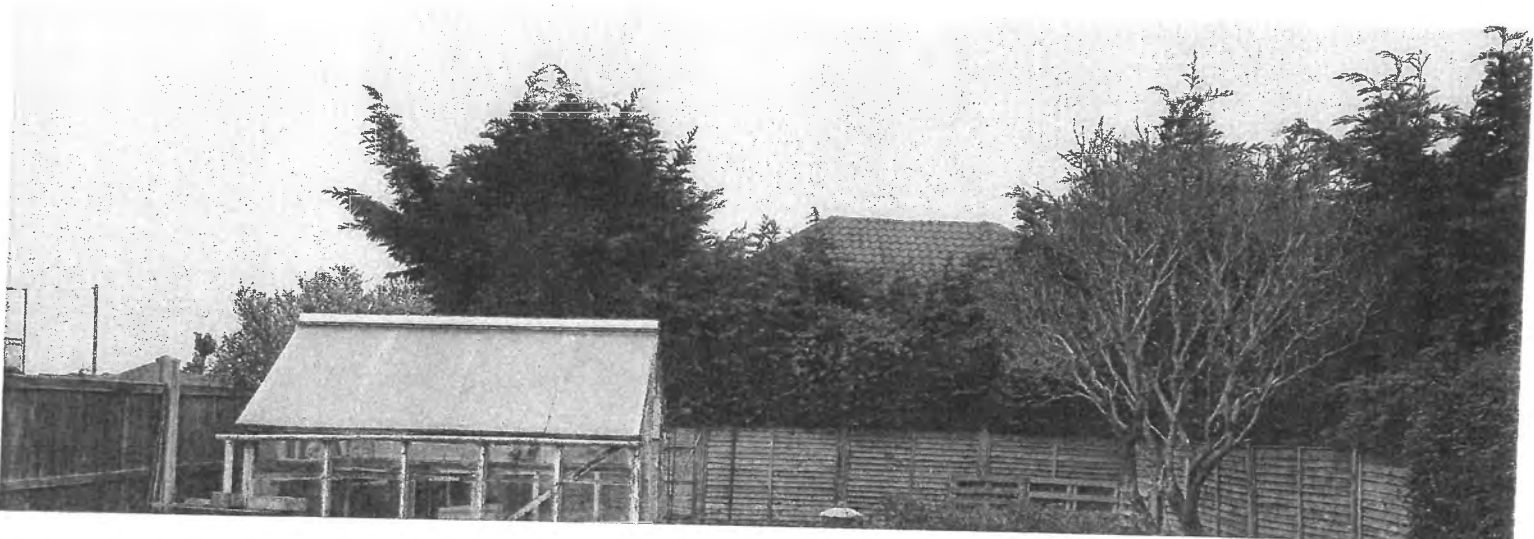
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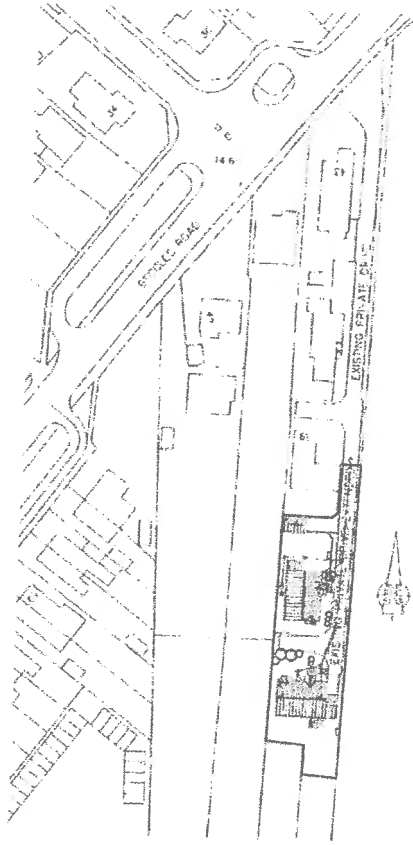


Architectural drawing of a building section  
Architectural drawing of a building section



4 of 12







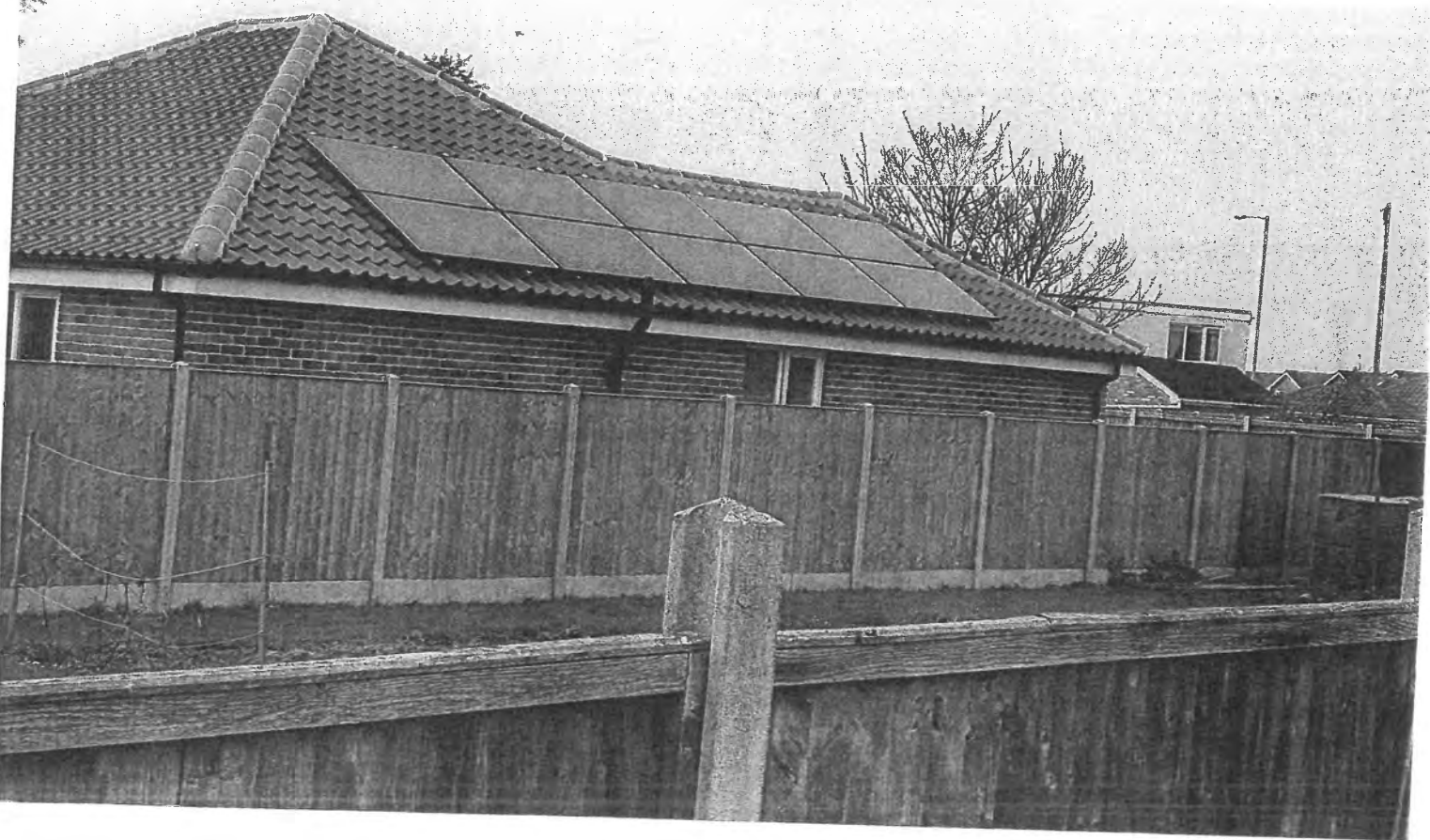
Crab Ln, Gorleston-on-S... X



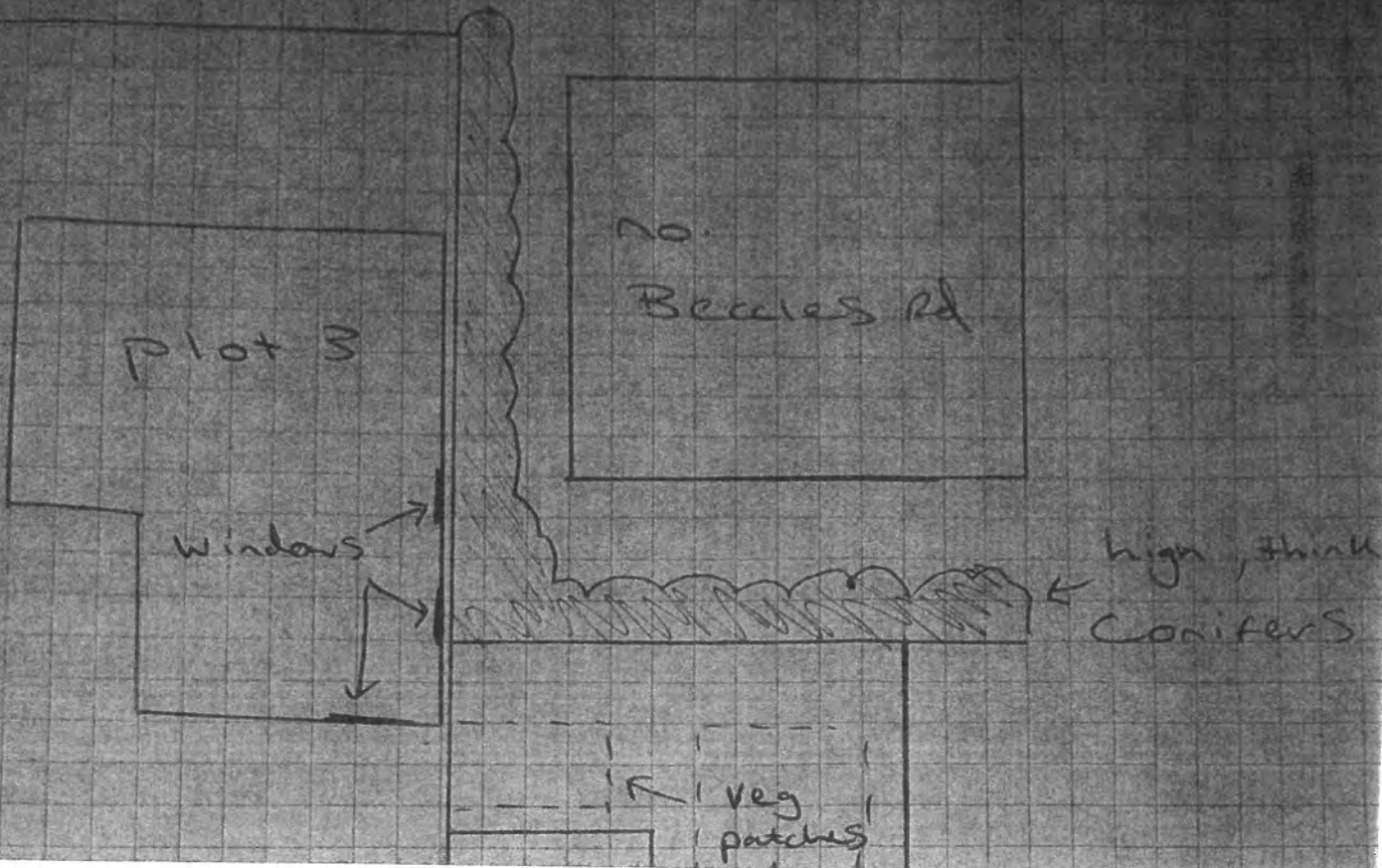
Crab Ln

Gorleston-on-Sea, Great Yarmouth, No...









## Internet Consultees

Application Reference 06/16/0445/F

Attachments

ACK 24/8/16

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Mr. Phillip Pollard

Address 14. Carb Lane

Bradwell

Gt. Yarmouth

Post Code NR31 8DJ

Telephone

Email Address philip.pollard3@ntlworld.com

For or Against OBJ Object

Speak at Committee

I must still object most strongly to 2 more bungalows to the rear of my Property. The disruption when the first two were built and total disregard by the builders to my right of way at rear of my property. As I understand it will be the same team on the new build

The noise levels to the side of my property from 4 to 5 cars using the driveway are very disturbing. The same drive would be used for the 2 new units, possibly up to 10 plus cars causing noise and pollution to the side and rear of my house and garden.

This would reduce the value of my property and after 28 years of living here in peace and quiet it would alter badly my quality of life

Date Entered 23-08-2016

Internet Reference OWPC915



Date: 05:09:16 Scale: 1:1250



**GREAT YARMOUTH**  
BOROUGH COUNCIL

**Planning & Business Services**