

**Reference:** 06/17/0247/F

**Town:** Gorleston

**Officer:** Mrs G Manthorpe

**Expiry Date:** 18/07/17

**Applicant:** Badger Building (E. Anglia) Ltd

**Proposal:** Extension of East Anglian Way and construction of 71 dwellings, car park and drop off point for adjacent school and construction access from Church Lane.

**Site:** St Mary's Roman Catholic School (Land rear of) East Anglian Way, Gorleston.

## REPORT

### 1. Updated overview:

- 1.1 The application has previously been presented to members on two occasions, the 13<sup>th</sup> September 2017 and the 8<sup>th</sup> February 2018. There was a site visit carried out by officers, members, members of the public and the applicant on the 27<sup>th</sup> September 2017. The site visit was carried out to allow members to view the site in context at a time that the school adjacent the site was finishing for the day. This time was chosen to allow for the impact of the schools vehicular movements to be seen by all parties.
- 1.2 During the site visit and confirmed later by email the applicant requested that the decision on the application be deferred so that other access options could be assessed and discussed with the Highway Authority. The developer stated the following:

‘Following the consideration of this application at a planning sub-committee site visit, we agreed to consider alternative means of access again and report back.

We have reviewed all the possibilities and discussed these again with the highway authority. We conclude, having weighed up all the considerations, that the application should be determined as submitted with the access from East Anglian Way and including the provision of the school drop off and pick up point as detailed on our most recent site layout plan.’

- 1.3 The application was heard at the February 2018 Development Control Committee and was again deferred for the access to be reconsidered.
- 1.4 The applicant subsequently submitted revised application details, these revisions increased the numbers of dwellings applied for from 71 to 96, removed the car park and pick up/drop off point and car park previously to be gifted to the school and reconfigured the site to provide open space. The reconfiguration of the open space reallocated the space to form a strip of land adjoining the existing recreation ground to act as a land swap to compensate for a revised access. The revised access sought to provide a permanent access from Church Lane. The permanent access proposed was larger in size than the existing access and comprised a road and associated planting.
- 1.5 The revised application was consulted on and responses received, in order to explain the applications history the objections, while all being considered as part of this application, shall be broken down to give as clear a picture as possible.
- 1.6 The original application as presented at Development Control Committee in September 2017 had received 11 objections from members of the public, the application presented in February 2018 received a total of 16 objections (increase of five). The application as revised which sought a permanent access off Church Lane received a petition totalling 1592 signatories and an additional 133 objections. Upon reversion of the application to the 71 dwellings with a temporary access off Church Lane, a further 4 objections from three people were received. The consultation letters that were sent out did state that previous consultation responses would be considered as part of the application.
- 1.7 The petition was against the development (permanent access off Church Lane variation) on the following grounds:

*A proposal from Badger Building has been submitted to build a road across Gorleston Recreation Ground. This is to create a way in and out of its planned estate of 96 homes off East Anglian Way (behind St Mary and St Peter Catholic Primary School Gorleston).*

*As residents we are opposing this road. The proposed road cuts through a local popular green space which includes a children's playground, skatepark and basketball court, as well as hosting football matches. It's well used by children and families, dog walkers, residents, and students from the adjacent East Norfolk Sixth Form College.*

*We oppose this road because...*

- *The extra traffic endangers the safety of children, families and residents using the space*
- *It will increase noise levels for residents*
- *It will increase pollution levels*
- *The creation of this new road disturb the natural environment, including established trees, and have a negative environmental impact*
- *It will exacerbate the existing problem with parking for residents and those working in the area*
- *It would change the character of the area*

*Time is running out to submit your objection! Please do so by signing this petition AND lodging a direct objection through Great Yarmouth Borough Council's planning portal: <http://planning.great-yarmouth.gov.uk/OcellaWeb/planningDetails?reference=06%2F17%2F0247%2FF&%3Bamp%3Bfrom=planningSearch> and press 'Enter comment'.*

*Plus, copy the objection made to GYBC to David Sharman at Fields in Trust via email: [david.sharman@fieldsintrust.org](mailto:david.sharman@fieldsintrust.org). They are the organisation that protect the Gorleston Rec and are awaiting contact from GYBC/Badger Building about this development.*

*There is an extended deadline for signing and sending the petition - we have until 3rd May 2018 to submit comment to Great Yarmouth Borough Council.*

1.8 The 133 objections were received to the application for the 96 dwellings and permanent access road. The objections centred on the loss of public open space which would be utilised for the roadway. Further reasons for objection included:

- Safety concerns – a road in this location will be hazardous to persons using the recreation ground.
- Lack of parking.
- A permanent access at this location is dangerous and this is exacerbated by the proximity to the Sixth Form College.
- The land is historic sports land.
- Too close to a roundabout.
- Nearby residents will be adversely affected by noise and pollution.
- 13 bus routes (unconfirmed) pass along Church Lane.
- The land proposed to compensate for loss does not adequately compensate.
- The original application should be reconsidered.

- It would stop it feeling a nice place to play and relax.
- There are lots of houses being built.
- There is not enough space at the doctors or hospital.

1.9 The objections received to the application for the 71 dwellings are summarised in the report presented to Development Control Committee on the 7<sup>th</sup> February 2018. Additional points of objection to the current application (received after the 15<sup>th</sup> June 2018) are summarised below:

- Trees will be cut down or damaged for proposed (temporary) road.
- Why use the Recreation Ground for a temporary access when there are others available?
- How long will the temporary access be in existence?
- Bats fly over the application site (video clips supplied)
- The temporary road will be too close to the area for football and basketball. Will there be fencing?
- There will be noise during construction.
- The application site provides nesting for birds.
- There has been a reduction in facilities over the past 40 years.
- Increase in traffic.
- The only access will be between no.s 9 and 11 East Anglian Way.
- Will the contamination report be reviewed?
- Gardens will back onto existing gardens.
- No access should be allowed off Church Lane.

1.10 Objections from residents were made to the application on the grounds of the development would adversely affect an area that provides habitat to a number of species including bats. The original ecological appraisal, at 7.6 of the report, did not find evidence of protected species which would be impacted by the development however recommended that further surveys were carried out. Further survey were carried out on the 23<sup>rd</sup> April and 2<sup>nd</sup>, 4<sup>th</sup>, 7<sup>th</sup>, 15<sup>th</sup>, and 25<sup>th</sup> of May 2018. According to the report the surveys, carried out by two people, 'covered all aspects of detecting all the European Protected Species likely to be found in the Great Yarmouth area, including bats, reptiles, plants and breeding birds.' With reference bats the report found as follows:

*'In our opinion, usage of these old allotments by foraging bats can be stated as "very low" with the evidence provided by a nocturnal survey on 25 May 2018 suggesting only an estimated six bats of two common species flying and feeding around the eastern end of the site; bats are unable to roost as there are no trees of sufficient size to accommodate a colony and no derelict buildings.'*

- 1.11 In addition the site was surveyed for other protected species such as reptiles and barn owls. No protected species were found. The report does suggest measures to be undertaken for mitigation with regards birds and enhancement measures for bats, birds and general. In accordance with paragraph 1.10 of this report and the 2018 biodiversity and protected species survey the mitigation and enhancements can be conditioned. In addition, to ensure that trees to be retained including those that are subject to protection off site, are surveyed and root protection measures submitted and approved by the Local Planning Authority.
- 1.12 Norfolk Wildlife Trust has commented on the application. They have not objected, but they note the requirements of the 2016 report regarding the need for additional surveys which have subsequently been carried out. They acknowledge that there are no compelling reasons why impacts on biodiversity would prevent development and that the site is not a designated wildlife site or a breeding site for protected species. In accordance with paragraph 1.10 of this report and the 2018 biodiversity and protected species survey the mitigation and enhancements can be conditioned. In addition, to ensure that trees to be retained including those that are subject to protection off site, are surveyed and root protection measured submitted and approved by the Local Planning Authority.
- 1.13 The revised application, which is not subject to this report, received an objection from Sport England owing to the detrimental impact that would be had on Gorleston Recreation Ground. The response received to the current application is no objection and reads as follows:

*From Sport England's perspective, this temporary requirement will only have a limited impact on the ability to use the recreation ground for sport and informal activity, and will be temporary in nature. It is not considered that the proposal will adversely impact on any existing pitch markings, and it is noted that the existing cricket wicket is currently not in a safe condition to use for formal cricket matches.*

*Sport England would recommend that as mitigation for the temporary loss of part of the recreation ground, a financial contribution is secured from the applicant to bring back into use the artificial cricket wicket, once the temporary access road is no longer needed.*

*It is considered that the proposal, given its temporary nature, meets exception E3 in that:*

*'The proposed development affects only land incapable of forming part of a playing pitch and does not:*

- reduce the size of any playing pitch*
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);*

- *reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;*
- *result in the loss of other sporting provision or ancillary facilities on the site; or*
- *prejudice the use of any remaining areas of playing field on the site.*

*Sport England's support for the proposal is subject to the following two conditions being imposed on any grant of planning permission:*

*a) No dwelling shall be occupied until a playing field restoration scheme for Gorleston Recreation Ground has been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The restoration scheme shall provide details of the following:*

- (i) existing and proposed ground levels;*
- (ii) existing and proposed soil profiles;*
- (iii) measures to strip, store and re-spread soils to avoid soil loss or damage;*
- (iv) measures to dispose of/accommodate waste materials on the site;*
- (v) drainage measures including where appropriate under drainage;*
- (vi) proposed seeding, feeding, weeding and cultivation measures;*
- (vii) boundary treatment;*
- (viii) five year aftercare and maintenance arrangements;*
- (ix) installation of equipment (e.g. goal posts);*
- (x) restoration and maintenance programme.*

*b) The playing field shall be restored in accordance with the approved scheme and made available for use before commencement of use of the new development.*

*Reason: To ensure the site is restored to a condition fit for purpose and to accord with Development Plan Policy \*\*.*

*Informative: It is recommended that the restoration scheme is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.*

*2. No development shall commence until a scheme for the relocation of the storage containers and changing rooms has been submitted to and approved by the local planning authority, after consultation with Sport England. The scheme shall ensure any existing pitches are not affected by the relocation of these structures. Only the approved scheme shall be implemented thereafter.*

*Reason. To ensure these facilities are relocated without harming the formal sports provision on this site, and to accord with Development Plan Policy \*\**

*Subject to the above planning conditions, Sport England does not wish to raise an objection to this application.*



*The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.*

- 1.14 The mitigation payment is being discussed with the applicant and shall be assessed against the criteria set out within paragraph 56 of the (revised) National Planning Policy Framework (2018). Should permission be granted for the development it is requested that this is granted with the delegated authority to negotiate the payment requested by Sport England. Further comments have been requested from Sport England with reference compliance with paragraph 56 and at the time of writing these had not been received anything received before Development Control Committee shall be verbally reported.
- 1.15 Since the report below was drafted the National Planning Policy Framework has been revised. The report, at section 4, gives the paragraphs that the application has been assessed against previously and in the interest of consistency these have been left in. The revised paragraphs have been added at section 4 of this report and these are a material consideration when determining an application for planning permission.
- 1.16 As of April 1st 2017 the Borough has a 4.13 year supply of housing land and this 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 and therefore paragraph 14 of the NPPF is engaged which states that “any adverse impacts of the development must significantly and demonstrably outweigh the benefits” in order to justify refusal (known as the “tilted balance”). Taking this into account, reduced weight applies to relevant existing adopted Local Plan policies of particular relevance to housing applications.
- 1.17 There have been no previous applications on the site apart from those already referenced.

**The below is the report as presented to the Development Control Committee on the 7<sup>th</sup> February 2018 with the addition of relevant sections of the National Planning Policy Framework 2018:**

- 2 Consultations :- All received consultation responses are available online or at the Town Hall during opening hours.

2.1 Neighbours – There were 11 neighbour objections to the application prior to the site visit a further 5 have been received since and a summary is below and examples are attached to this report:

- The road network, near the school, is not adequate to cope with the additional traffic.
- The access is inadequate.
- The construction access for deliveries should be prevented between the hours of 08:30 to 09:15 and 15:30 to 16:15 Monday to Friday due to increased traffic during these times.
- Traffic calming on Church Lane should be included.
- Access off East Anglian Way is not wide enough for emergency vehicles and there will be issues with turning.
- Cars consistently parked on East Anglian Way.
- There is a lot of wildlife that will lose the habitat should the development go ahead.
- How many years will the development go on for, disruption for existing residents.
- Loss of privacy.
- Pest control, what measures will stop the evicted animals from accessing existing residents land.
- Potential flooding.
- Increase in noise and disturbance.
- Loss of green space.
- New dwellings will back onto existing ones at East Anglia Way.
- Loss of views.
- Inability to maintain boundary treatments.
- Can a fence be erected set back to allow access to boundary treatments.
- There should be access points at Spencer Avenue, Colomb Road and across Gorleston Recreation ground.
- Cannot impose double yellow lines on the whole estate.

2.2 Highways – With reference to the amended layout shown on drawing 6783-SL01 rev A, I can confirm that the comments from my earlier response have been accommodated. As a consequence, in relation to Highway matters only, the County Council would not wish to raise an objection to the granting of planning permission subject to conditions. The conditions requested are below

SHC 01            No works shall commence on the site until such time as detailed plans of the roads, footways, 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.



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

SHC 03A           Before any dwelling is first occupied the road(s) and footway(s) shall be constructed to binder course surfacing level from the dwelling 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.

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

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.

SHC 29A           Prior to the commencement of any works a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway 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.

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.

SHC 40            No works shall commence on the site until a Traffic Regulation Order for waiting restrictions on East Anglian Way has been promoted by the Highway Authority.

- 2.3    Landscape Officer – The majority of the trees (+95%) of the trees on site are self-sown and are not worthy of preservation. There is a wide variety of tree maturity throughout the site however nothing I would deem to be over 30 years old (most likely due to the site previously being allotments). Any larger trees are on the

boundary of the site being developed so will not be affected, some being situated within meadow park which is maintained by the Council.

Overall there are no trees within the site eligible for a specific preservation order however the area is widely used for dog walking etc and is a massive natural resource that would be a shame to loose in its entirety. Having said that there looks like there is a patch which will be left in the south east corner of the development.

- 2.4 Building Control – no objection.
- 2.5 Environmental Health – No objection to the application, condition requesting that prior to the commencement of the development a Phase 2:Site Investigation report is submitted, with risk assessment to the Local Planning Authority. The full wording of the condition to be applied is within the consultation response.
- 2.6 Strategic Planning – No comments received.
- 2.7 Lead Local Flood Authority – We have **no objection subject to conditions being attached to any consent** if this application is approved. We recognise that the Local Planning Authority is the determining authority, however to assist, we suggest the following wording:

**Condition:**

Prior to commencement of development, in accordance with the submitted documents a surface water drainage scheme incorporating the following measures shall be submitted to and agreed with the Local Planning Authority in consultation with the Lead Local Flood Authority. The approved scheme will be implemented prior to the first occupation of the development. The scheme shall address the following matters:

I. Detailed infiltration testing in accordance with BRE Digest 365 at depths and locations of proposed drainage structures should the depth or location of any drainage structure changes.

II. Provision of surface water attenuation storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 1 in 100 year return period, including allowances for climate change, flood event.

III. Detailed designs, modelling calculations and plans of the drainage conveyance network in the:

- 1 in 30 year critical rainfall event to show no above ground flooding on any part of the site.
- 1 in 100 year critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any above ground flooding from the drainage

network ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development.

IV. The design of the attenuation devices will incorporate an emergency spillway and any drainage structures include appropriate freeboard allowances. Plans to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1 in 100 year return period.

V. Details of how all surface water management features to be designed in accordance with The SuDS Manual (CIRIA C697, 2007), or the updated The SuDS

- 2.8 Environment Agency – No comments received.
- 2.9 Anglian Water – No objection to the application. The sewerage system at present has available capacity for these flows. From the details submitted to support the planning application the method of surface water management does not affect Anglian Water operated assets.
- 2.10 Norfolk Fire Service – No objection provided that the proposal complies with the current building regulations.

Norfolk Fire Services have indicated that the proposed development will require 1 hydrant per 50 dwellings (on a minimum 90-mm main) for the residential development at a cost of £815 per hydrant. The number of hydrants will be rounded to the nearest 50th dwelling where necessary. This development would require 2 fire hydrants at a total cost of £1,630.

Please note that the onus will be on the developer to install the hydrants during construction to the satisfaction of Norfolk Fire Service and at no cost. Given that the works involved will be on-site, it is felt that the hydrants could be delivered through a planning condition.

- 2.11 Essex and Suffolk Water – No objection.
- 2.12 Police Architectural Liaison Officer – Comprehensive comments received giving advice on security of the development.
- 2.13 Library Contribution - A development of 71 dwellings would place increased pressure on the existing library service particularly in relation to library stock, such as books and information technology. This stock is required to increase the capacity of the library. It has been calculated that a development of this scale

would require a total contribution of £5,325 (i.e. £75 per dwelling). This contribution will be spent at Gorleston library.

2.14 Norfolk County Council Education - It is understood that the proposed development comprises of 71 multi-bed houses, which will generate:

1. Nursery School – 7 children (2 – 4);
2. Infant School – 9 children (4 – 7);
3. Junior School – 10 children (7 – 11);
4. High School – 12 children (11 – 16);
5. Sixth Form – 1 child (16-18).

The current situation at local schools is as follows:

| <b>School</b>                    | <b>Capacity</b>         | <b>Numbers on Roll (Jan 2017)</b> | <b>Spare capacity No. of places</b> |
|----------------------------------|-------------------------|-----------------------------------|-------------------------------------|
| Wroughton Infant Academy (4-7)   | 270                     | 263                               | +7                                  |
| Wroughton Junior Academy (7-11)  | 342 (excluding mobiles) | 310                               | +32                                 |
| Lynn Grove Academy (11-16)       | 1150                    | 1037                              | +113                                |
| Ormiston Venture Academy (11-16) | 944                     | 788                               | +156                                |

Although there is some spare capacity at Wroughton Infant School, taking into account the pending applications in Table 4 (within full consultation response), a total of 207 dwellings (including the Land at the rear of St. Mary's School site) would generate an additional 25 infant school age (4-7) children and there would be insufficient places at Wroughton Infant School for children from this proposed development should it be approved. Therefore Norfolk County Council will be seeking Education contributions as follows:

Wroughton Infant Academy:  $9 \times £11,644 = £104,796$

The contributions will be used to fund the following project:

- Wroughton Infant Academy – contribute to improvements to increase permanent capacity of school (Project A).

2.15 Historic Environment Service – The proposed development site occupies a previously undeveloped area of land at the north eastern end of the Lothingland peninsula. The built-up nature the site's surroundings mean that few archaeological finds have previously been recorded in the immediate vicinity of the site. However, multi-phase cropmarks and artefactual evidence recorded further to the south and west indicate that the wider area was intensively utilised during the prehistoric and Roman periods. It is likely that this intensive use of the landscape extended toward the river beneath what is now modern Gorleston. Consequently there is potential that previously unidentified heritage assets with archaeological interest (buried archaeological remains) will be present at the site and that their significance would be adversely affected by the proposed development.

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

2.16 GYB Services – No comments received.

- 2.17 GYBC Property Services – No comments received, copy of the option to purchase provided.
- 2.18 The Diocese – Confirmation by email that they are to be gifted the car park and will take over responsibility of such.
- 2.19 Norfolk County Council Minerals – No comments received.
- 2.20 Local Authority 106 requirements – In order to be policy compliant, 40 square metres of usable public open space is normally to be provided per dwelling. Payment in lieu of public open space to be calculated at £12 per square metre shortfall (equates to £480 per dwelling if none provided). In this location, given the proximity to existing public open space no public open space is being sought. There is open space identified on the plans and this can be provided, at the decision of the developer, and it can be private or public although the Borough Council will accept no liability for future maintenance at any time; should the space be private open space payment in lieu of public open space shall be sought at £480 per dwelling.

Payment in lieu of children's recreation equipment is £920 per dwelling. Given the location of the development, no children's play equipment is being requested and as such no mitigation is offered to offset the payment.

The Local Planning Authority will not accept liability for the open space, drainage, roads (this does not preclude highway adoption by agreement) or private drives and as such should the resolution be made to approve this development the requirement will be on the developer to secure future maintenance by management agreement and agreed nominated body. This shall be included within the s106 agreement.

Affordable housing at 20% with type and tenure to be agreed through negotiation during 106 should the application gain resolution to approve. 20% has been stated as agreed within supporting information.

In order to comply with policy CS14 and the draft Natura 2000 monitoring and mitigation strategy £60 (amended to £110) per dwelling is sought to go towards the monitoring or implementation of mitigation measure for designated sites.

### **3 Local Policy :-**

- 3.1 Local Policy - Saved Great Yarmouth Borough-Wide Local Plan Policies (2001):
- 3.2 Paragraph 215 of the NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the Local Plan is to the policies in the NPPF the greater the weight



that is given to the Local Plan policy. The Great Yarmouth Borough Wide Local Plan was adopted in 2001 and the most relevant policies were 'saved' in 2007. An assessment of policies was made during the adoption of the Core Strategy December 2015 and these policies remain saved following the assessment and adoption.

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

3.4 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.

- 3.5 HOU16: A high standard of layout and design will be required for all housing proposal. A site survey and landscaping scheme will be required will all detailed applications for more than 10 dwellings. These should include measures to retain and safeguard significant existing landscape features and give details of, existing and proposed site levels planting and aftercare arrangements.

#### **4 National Policy:- National Planning Policy Framework (NPPF)**

- 4.1 The presumption in favour of sustainable development is set out under paragraph 4.
- 4.2 Paragraph 49: Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
- 4.3 Paragraph 50 states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:
- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
  - identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
  - where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities.
- 4.4 Paragraph 42: The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extension to existing villages and towns that follow the principles of Garden Cities. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development.
- 4.5 Paragraph 17. Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: (partial)
- 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;
  - always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

4.6 Paragraph 186. Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

4.7 Paragraph 187. Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

#### 4.8 **National Planning Policy 2018**

4.9 Paragraph 7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

4.10 Paragraph 8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 4.11 Paragraph 11. Plans and decisions should apply a presumption in favour of sustainable development. (partial)

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed<sup>6</sup>; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 4.12 Paragraph 38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

- 4.13 Paragraph 47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

- 4.14 Paragraph 56. Planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.

- 4.15 Paragraph 109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 4.16 Paragraph 110. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

## **5 Core strategy – Adopted 21st December 2015**

- 5.1 Policy CS1: Focusing on a sustainable future. For the Borough of Great Yarmouth to be truly sustainable it has to be environmentally friendly, socially inclusive and economically vibrant not just for those who currently live, work and visit the borough, but for future generations to come. When considering development proposals, the Council will take a positive approach, working positively with applicants and other partners to jointly find solutions so that proposals that improve the economic, social and environmental conditions of the borough can be approved wherever possible. To ensure the creation of sustainable communities, the Council will look favourably towards new development and investment that successfully contributes towards the delivery of (partial of a – f):

a) Sustainable growth, ensuring that new development is of a scale and in a location that complements the character and supports the function of individual settlements

b) Mixed adaptable neighbourhoods, which provide choices and effectively meet the needs and aspirations of the local community

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

grant permission unless material considerations indicate otherwise, taking into account whether:

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

5.2 Policy CS2: Achieving sustainable growth. This policy identifies the broad areas for growth, sets out the sustainable settlement hierarchy for the borough and two key allocations. (partial a-e)

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

5.3 Policy CS4: Delivering affordable housing. This policy sets out the thresholds for the provision of affordable housing. The site is within affordable housing sub-market area 1 Gorleston delivering 20% affordable housing.

5.4 Policy CS9: Encouraging well designed and distinctive places. This policy applies to all new development.

5.5 Policy CS14: New development can result in extra pressure being placed on existing infrastructure and local facilities. To ensure that the necessary infrastructure is delivered the Council will: (partial of a to f)

d) Ensure that the relevant improvements to local infrastructure are made by the developer. Where this is not practical financial contributions will be sought.

f) Make certain that new developments for which a planning obligation is necessary does not take place until a planning obligation agreement has been secured and approved. Payments should be made in a timely and fair manner to minimise the impact on existing services and infrastructure

## **6 Appraisal**



- 6.1 The site comprises 3.80 hectares of land that was formally allotments. The land was previously allocated for housing as part of the 2001 Borough Wide Local Plan and is included within the Strategic Housing Land Availability Assessment as deliverable and developable.
- 6.2 The application site is broadly level, albeit not with all adjoining land, across the site with a large depression towards the western end of the site. The site is bounded to the north by an existing residential development and open space, to the south is Gorleston recreation ground and on the eastern boundary is a school. The western boundary comprises the A47 Gorleston bypass (formally A12) and residential development.
- 6.3 The site is located within the urban area of Gorleston, between the A47 (formally A12, Lowestoft Road) and off East Anglican Way, and shares its southern boundary with GO04. The site was previously used as allotments and remains vacant since this use ceased. The area is generally level, although partly overgrown in places. The site lies in the heart of Gorleston and surrounding land uses are predominantly residential, although directly south of the site lies a recreation ground.
- 6.4 The site is within Gorleston which is considered to have good access to a range of facilities such as secondary schools, a range of shops and services and medical facilities. In terms of highways and access, Norfolk County Council implied during the Strategic Housing Land Availability Assessment that the site was unacceptable and that no further development should take place from East Anglican Way however there are no objections from highways to the current application and therefore the access is deemed acceptable. It was further commented that the site could only be developed in conjunction with site GO04 (Gorleston Recreation Ground) with access off Church Lane. In terms of environmental suitability, Anglian Water had indicated that there are major constraints with regard to sewerage infrastructure such as flow attenuation for foul water connections may be required. There is also no capacity for surface water sewers therefore alternative drainage measures such as SuDS may need to be explored where appropriate.
- 6.5 The site is an existing housing allocation in the Borough-Wide Local Plan (2001) and is in single ownership (Great Yarmouth Borough Council). It was confirmed by the Borough Council on 27/6/14 as part of the Strategic Housing and Availability Assessment that the intentions to develop the site remained and that dialogue between the Borough Council and a potential developer was on-going in a positive manner.
- 6.6 Since allocation in the 2001 Local Plan for housing and reassessment as part of the Strategic Housing Land Availability Assessment it was determined that the

site is potentially suitable, available and achievable and could yield approximately 117 dwellings over the short to medium term.

## **7 Assessment :-**

- 7.1 The application is a full application for the erection of 71 dwelling housing with associated open space and infrastructure. The site has been an existing housing land allocation since 2001 and has been re-assessed as part of the Strategic Housing Land Availability Assessment 2014 (SHLAA) the SHLAA found the site deliverable and developable and noted constraints which have been considered as part of this application.
- 7.2 The access proposed for the development will be off East Anglia Way. There will be a separate access for construction traffic to access the development which will be off Church Lane. This access will be over the existing recreation land and permission will be granted, in consultation with Fields in Trust, by licence through Great Yarmouth Borough Councils Property Services Department, as a temporary access. Fields in Trust have confirmed that the access proposal is approved in principle and will be confirmed should permission be granted upon receipt of the planning permission and licence agreement.
- 7.3 East Norfolk Sixth Form College have commented on the application stating that the construction access at Church Lane should be restricted to hours outside the hours that students arrive and depart the college. The hours that they have requested that the access is restricted are between 08:30 – 09:15 and 15:30 - 16:15. Although the highway authority have not stated that these restrictions are necessary given the small periods of time that the restrictions are requested such a restriction would mitigate the developments impact during construction at this section of the highway. The applicant has agreed to the restriction of vehicles utilising the construction access to these times. The College has also requested off site highway safety improvements. As the construction traffic is to be temporary and further improvements have not been deemed necessary by Norfolk County Highways further mitigation measures are not requested.
- 7.4 The access to the development is proposed as a singular access off East Anglian Way. The access road leads to the proposed development and a new proposed car park and drop off point. The car park and drop off point as proposed are for the adjacent school to seek to alleviate the congestion that is stated to occur on East Anglian Way during school drop off and pick off times. There will be a pedestrian access from the drop off point and the car park to the school. The car park will be gifted by the developer to the school and the agreement to take over the car park has been confirmed by email from the diocese.

- 7.5 The primary objection from residents is that the access is not suitable and that there are high levels of traffic during the drop off and pick up times for the school. Norfolk County Highways are satisfied that the access as proposed is suitable to serve the development, provided that the requested conditions are placed upon any grant of planning permission, and as such there are no highways reasons to refuse the application. It is understood that the schools drop off and pick-ups increase the level of traffic in the vicinity and the provision of the car park and drop of point which would be secured by condition, would go towards mitigating the existing issue.
- 7.6 A number of objections note the value of the existing site and the wildlife that is present on the site. The biodiversity and protected species report did not identify any rare or protected species and notes that the land is not appropriate for a number of protected species. The report does note that the survey was carried out in January and as such reptiles would be unlikely to be found. It is therefore recommended that an additional survey is carried out during an appropriate time of year and, in line with the report, that should specific species be found (common lizards or slow worms), they are transferred to another site with suitable habitat within the same geographic location prior to the commencement of the development.
- 7.7 Further objections to the loss of habitat have been made. The Local Authorities Landscape Officer did not deem any tree worthy of retention by protection and therefore while urban pockets of wild growing may be a locally desirable addition to an area this is not of such value and does not provide habitat for protected species and is therefore not a reason to refuse a development within a sustainable location that has been allocated for housing for a period in excess of 16 years.
- 7.8 The biodiversity report suggests that any site clearance is carried out outside of the nesting season and that swift nesting boxes are attached to or incorporated into the design of the housing in 5% of the dwellings proposed. It is further suggested that external multi occupancy house sparrow boxes be incorporated to the development to increase the availability of nesting sites. This recommendation could be secured by condition to allow for the number and type of boxes to be submitted to the Local Planning Authority for approval and the installation to occur prior to the occupation of the dwelling to which the box relates.
- 7.9 An objection has been submitted from a resident of Spencer Avenue, no.56, regarding overlooking. There is a significant difference in levels from the proposed site and the existing dwellings however following discussions with the applicant plot 50 of the development site has been amended to be a bungalow and should thus mitigate any overlooking concerns from this plot. The other two

storey houses are placed at such an angle that the overlooking is not so significant, when also taking into account the difference in land levels, to warrant a recommendation for refusal.

- 7.10 Neighbour objections have stated that access for fence maintenance should be allowed. The maintenance to fences will, should the proposed development be approved, still require access over third party land, currently the Local Council. The ownership of the land will change from the Council to the developer to the owners of the plots however the land is still within third party ownership which will not change.
- 7.11 There is a large depression on the site (identified on plans as 'pit') which, according to the biodiversity report, does not hold water. There is no indication that the pit forms any part of any on site drainage nor is it proposed that it will. The finished levels in relation to the pit can be required by condition to be submitted.
- 7.12 Anglian Water have stated that there is sufficient capacity for the foul sewerage to be accommodated within the existing network. The Flood Risk Assessment and Drainage Strategy submitted with the application states that the ground conditions are suitable for infiltration drainage. The Lead Local Flood Authority (LLFA) have stated that they are satisfied that the infiltration tests demonstrate that the site has favourable infiltration conditions and that the drainage strategy is sufficient. The LLFA have requested that a condition be placed upon any grant of planning permission which is detailed at 2.7 of this report.
- 7.13 The location of the site is a sustainable one being located within the urban area of Gorleston. The site is within accessible distance of shops, schools and all other amenities that could be required. The design of the development has sought to mitigate the impact on the nearby properties. Objections regarding loss of view and impact on property value are noted although no weight is able to be applied as these are not deemed material planning considerations. In accordance with the National Planning Policy Framework, in particular paragraph 187, Local Planning Authorities should work proactively with developers and seek to recommend approval of sustainable developments such as this. Paragraph 186 of the National Planning Policy Framework highlights the importance of the relationship between the development plan and decision taking. This site formed part of the last Local Plan and is currently assessed through the SHLAA as a deliverable and developable site demonstrating a continued interpretation of suitability for development.
- 7.14 The site is located adjacent to St Mary's Roman Catholic School and the applicant has, as part of the development, agreed to construct the drop off point and car park to be gifted to the school. This shall be secured by way of s106 agreement

which shall be completed and ensure the transfer of the car park and drop off point (if not adopted by Norfolk County Council Highways (drop off point only)) to the diocese/school prior to the occupation of the 10<sup>th</sup> dwelling on the site. This shall ensure that there are no liabilities left with the Local Planning Authority for the maintenance or upkeep of the car park or drop off point. In addition to this contribution Norfolk County Council are seeking an education contribution detailed at 2.14 of this report with the full request within the consultation response for £104,796 for improvements to Wroughton Infant Academy.

- 7.15 The standard policy requirement on major developments is to request the provision of on-site open space to ensure that adequate amenity space is provided for future occupants. For the application site, the open space that would be required would amount to 2,840 square metres. The application site is bounded by a large expanse of public open space to the south, Gorleston Recreation ground, which is maintained by Great Yarmouth Borough Council and is approximately 38,000 square metres in area. In addition, there is a children's play area at East Anglian Way and an area of public open space 'Meadow Park', approximately 15,890 square metres in area, to the north of the site. Given the specific location, and the open space nearby, it is not deemed necessary for there to be any open space provided on-site. As shown on the submitted plans, open space is being offered by the applicant; however, in this instance, the space could be provided as private open space with payment in lieu of provision at a rate of £480 per dwelling being paid. Should the developer wish to provide the open space as public open space and this option is accepted by the Committee, the resolution should include the fact that the Local Authority will take no ownership nor liability for the open space and the s106 agreement would secure the provision of a management company to manage the open space in perpetuity.
- 7.16 The Local Authority requirements detailed at 2.20 of this report are required to ensure that the Core Strategy is complied with. The s106 agreement shall also include the criteria for the management of the open space, drainage and private drives to ensure that the Local Planning Authority does not incur any responsibility nor liability for these at any point in the future should the open space be put forward as public. All other requirements as detailed as required to ensure a policy compliant development shall be included within the s106 agreement including affordable housing at 20%, open space provision, library contributions and payment in lieu of children's play and, where required, open space payment in lieu of policy compliant usable public open space as detailed at 2.20.
- 7.17 And important factor when determining applications is whether a Local Authority has the ability to demonstrate a 5 year housing land supply. If a local planning authority cannot show that they are meeting this requirement, their policies with

regards to residential development will be considered to be "out of date". As an authority we would then be significantly less able to resist all but the most inappropriate housing development in the area without the risk that the decision would be overturned at appeal under the presumption in favour of sustainable development, as set out in the National Planning Policy Framework. The current application accords with the National Planning Policy Framework and is sustainable development in addition to being allocated for housing and in compliance with Local Planning Policy.

- 7.18 The Core Strategy identifies approximately 35% of new development will take place in the borough's Main Towns at Gorleston-on-Sea and Great Yarmouth. The application, being located on a site identified for housing with no objections from statutory consultees excluding neighbours and located within a sustainable location accords with saved policies of the Borough Wide Local Plan, the Core Strategy and the National Planning Policy Framework.

## 8 RECOMMENDATION :-

- 8.1 The recommendation is to approve the application subject to conditions as recommended by consulted parties and those deemed appropriate, whether expressly noted within this report or not, to ensure a satisfactory form of development and obligations as set out by Norfolk County Council and Great Yarmouth Borough Council. Should members be minded to approve the application the recommendation is such that the permission is not issued prior to the signing of an agreement under section 106 for provision for infrastructure, mitigation, affordable housing, payment in lieu of children's play equipment, open space, Natura 2000 contributions and payment in lieu of open space if required and management agreement with the Local Authority taking no responsibility for open space, drainage or private drives.



Great Yarmouth Borough Council

01 MAY 2018

Customer Services

Mr Peter Oram & Ms Genevieve Rudd  
38 Recreation Road  
Gorleston  
GREAT YARMOUTH  
Norfolk  
NR31 6LX

Mr Dean Minns  
Planning Manager  
Planning Services  
Development Control  
Town Hall, Hall Plain  
GREAT YARMOUTH  
Norfolk  
NR30 2QF

28<sup>th</sup> April 2018

Dear Mr Minns,

Re: Planning Reference 06/17/0247/F

I write with reference to the above planning application which proposes the construction of 96 homes on the now disused allotments site just off of East Anglian Way. While I appreciate the need for housing and the pressures faced by local councils to meet government targets on the same, I strongly object to the building of an access road through Gorleston Recreation Ground and I would urge the planning department to reject the plan in its current form.

As you are no doubt aware, there have been multiple objections to the proposed road from local residents over the last few weeks and I would like to add my objections to the official record.

The reasons for my objections are numerous and multi-faceted and also include some unanswered questions that I hope you will be able to answer by way of reply.

The first part of my objection pertains to traffic and the safety of pedestrians and Recreation Ground users. With 96 houses come at least 96 new households. According to statistics published by the Department for Transport in the 2016 National Travel Survey<sup>1</sup>, in the East of England each household owns 1.31 cars. Following the development, this equates to 126 extra cars. If the current rate of employment of 75.4%<sup>2</sup> is also considered, a reasonable estimate of the number of extra cars on the road during the morning rush hour is 95. While this estimate in itself does not seem particularly large, when taken in the context of the existing infrastructure around Church Lane and the fact that on the current plan, there is only one entrance and exit to the new estate, it is reasonable to expect significant congestion in this area at busy times. Added to this, the proposed road emerges on Church Lane opposite East Norfolk Sixth Form college, an institution with 1750 full time students<sup>3</sup> and the associated traffic that this generates. Indeed, on the morning of 18<sup>th</sup> April, I stood outside the college for only 15 minutes (from 0930 to 0945) and captured three separate cars stopping on the double yellow lines to drop off students (see appendix A). While I would concede that 15 minutes of observation by a concerned resident is far from a comprehensive traffic survey, it does serve to illustrate the point.

Further to the above but this time from the perspective of public transport and pedestrian safety, Church Lane is a main bus route with bus stops on both sides of the road. The bus stop on the eastbound carriageway is situated in a bay but on the westbound carriageway, it is situated directly in the path of traffic. When buses stop on this side of the carriageway, other traffic must either wait

<sup>1</sup><https://www.gov.uk/government/collections/national-travel-survey-statistics>

<sup>2</sup><https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/uklabourmarket/april2018>

<sup>3</sup><https://www.nus.org.uk/en/students-unions/east-norfolk-sixth-form-college/>

behind the bus until it pulls away or move into the opposite lane to try to drive around the bus (see appendix B). With the extra traffic the new road would cause, it is clear that the location of this bus stop would generate extra delays and potential tailbacks particularly at busy times. This extra traffic will, in turn, increase the danger to pedestrians alighting the bus at this stop. There are currently no pedestrian crossings on this stretch of road meaning that pedestrians must 'take their chances' when crossing the road.

To remediate the hazards outlined above which the new road would exacerbate, if the proposed plan goes ahead, will the council commit to building extra parking bays by the college to accommodate the bus stop and a pick-up and drop-off point for the college and also a pelican crossing on Church Lane to protect pedestrians?

On the subject of road safety, it is unclear how the plan proposes to protect pedestrians using the Recreation Road entrance to the Recreation Ground. By comparison, Recreation Road is considerably quieter than Church Lane and because of this, it is the preferred entrance to the Recreation Ground for children, dog walkers and vulnerable members of the public. If construction of the road goes ahead, will the council commit to installing a pelican crossing across the new road at the Recreation Road entrance?

According to the published proposal (although I have not seen a map with an accurate scale), the new road appears to pass within meters of the existing basketball courts. These courts are popular and well used by the community. What assessments have taken place to ensure that the users of the basketball courts are protected from traffic and what measures will be implemented to ensure that stray basket balls or other sports equipment will not endanger passing traffic?

My final objection relating to traffic is parking. Parking on Recreation Road and St Andrew's Road is already a challenge for residents, with college students among others parking their cars on the pavement during the day (see appendix C). With extra residents comes the need for additional parking. If the current proposal goes ahead, will the council commit to the establishment of a permit parking scheme on Recreation Road and St Andrew's Road to ensure that parking for local residents takes priority?

Of equal importance to problems caused by traffic in the local area, is the importance of preserving green spaces in the community. Paragraph 73 of the National Planning Policy Framework states *"Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required."* Can the council confirm that these assessments have been conducted and advise where the results are published?

Paragraph 74 of the same policy states *"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements"*. The proposed location of the new development is used by the local community for recreation (dog walkers, children etc.). Can the council advise on the results of the assessment of the space as "surplus to requirements" and the criteria used to come to this conclusion?

Paragraph 74 continues to state that *"the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location"*. Appendix D is a copy of email correspondence between myself and David Sharman (Development Manager at Fields in Trust). In it, David agrees that the proposed land to be given to the Recreation Ground in exchange for the imposition of the road "would not currently meet our criteria" to fulfil the requirements of paragraph 74. Can the council detail what plans are in place to develop the land to satisfy this clause of the National Planning Policy Framework and what assessments will be conducted subsequent to development to ensure that the land complies with the clause?



I note that a previous proposal (which I understand has not been rejected) proposes an entrance to the site via an already existing, purpose built road off East Anglian Way. This would seem a more logical solution for access to a new estate although the volume of traffic would perhaps be too high for the size of the existing road. What is the current status of this proposal?

Perhaps a suitable compromise to reduce traffic but still develop the site would be to build considerably fewer houses on the site and turn a portion of the land over to public green space. This would create more green space for the community and reduce the amount of traffic on the site. I realise that the current proposal is one that has been made by Badger Building to the council for consideration and as such the council cannot amend the plans directly but I'm sure recommendations can be made for any future proposal that Badger Building might submit.

In summary, I have no objection to new houses in the area and even to the use of the old allotments site for this purpose. However, I do strongly object to a proposed road across an historic, well used and well loved public space and the associated problems and potential damage this would cause to the local community.

The council exists to represent the people, ensure their safety and well-being while at the same time developing the prosperity of the area. I've no doubt that this is a delicate balance and I'm not unsympathetic to your situation as decision maker but when proposals such as this come forward that are so clearly weighted in the interests of corporations and of meeting arbitrary government targets rather than in the interests of the local people and wider community they must surely be identified as such and summarily dismissed.

For the reasons outlined, I strongly urge the council to reject this plan from Badger Building (that is, reject it, rather than defer or extend it). It is ill conceived, problematic, dangerous and harmful to the community.

Thanking you in anticipation of your attention and consideration. I await your reply with interest.

Yours Sincerely

Mr Oram & Ms Rudd

## Appendix A





Appendix B



Appendix C



Image of Church Lane facing west taken from Google Maps  
(<https://www.google.co.uk/maps/@52.5787685,1.7220407,3a,30y,284.44h,87.44t/data=!3m6!1e1!3m4!1s8SO8NeFyWJOJ4PyaPoAo4Q!2e0!7i13312!8i6656?hl=en>)



## Appendix D

**On 16/04/2018 12:46, David Sharman wrote:**

Dear Peter,

Many thanks for your email.

The pictures are very helpful indeed and I shall pass them on to our trustees, who shall eventually be considering the matter.

The additional information is also of interest. I believe that I have in fact already directly spoken to the lady quoted at the end of your message. I'd also agree that the land currently proposed as replacement would not currently meet our criteria in that state.

In terms of an update from us, I'm afraid that there is not much to report. We cannot begin to formally consider this until we receive the request from the council, including all information that we require. They are yet to provide this but we are in contact with them.

Kind regards,

David.

David Sharman

Development Manager

Direct line: 020 7427 2123



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**On 15/04/2018 15:39, Peter Oram wrote:**

Hi David,

Thanks for your response. I would urge you to come and visit the site to see for yourself but if you are unable to do so, I have taken some pictures that will hopefully help you in your consideration of the proposal.

The first photo was taken at position 1 (as marked on the attached plan [plans.jpg]) facing north. This shows where the proposed road would enter the new estate. As you can see the land is all open grass field (photo 2, is taken facing south to further demonstrate this).

Photo 3 was taken (facing east) on the land proposed to be given back to the recreation ground once the road has been built. Similarly, photo 4 was taken but from a west facing perspective.

With paragraph 74 of the National Planning Policy Framework in mind (which you kindly drew my attention to last week), I would suggest that the current plans do not meet the below requirement:

**“the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location”**

As you can see, the land in its current state is not of the same quality as the land in photos 1 and 2. To bring the land to the same standard would require significant land clearance including the uprooting of a number of established trees.

Finally, while it may not be on your criteria for consideration, there is a point regarding access to the ground by vulnerable members of the public. Photo 5 shows the entrance to the ground from Recreation road. The proposed road would run directly between this entrance and the recreation ground. Recreation road is a very quiet road that only residents make use of generally i.e. there are only houses here; it is not a through road unlike Church Lane. As this entrance is fairly quiet, it is heavily used by children or other vulnerable members of the public to access the ground safely. Adding a road as

proposed would remove this safe access point. For some, this would mean that they can no longer make use of the recreation ground at all. Below is a post from one worried resident that illustrates this point well:

*"I don't want this road to go ahead. I bought my house last may( 2017) to be near the Recreation Ground as it was perfect for me and my husband as he has Parkinson's Dementia. He can walk a few meters to the park on his own , with me watching him from our bedroom window. It is the only little bit of independence he has left, I watch him walk our dog and he loves it. Build this road and he has lost everything. This road will be meters from our house. Sorry to rant on but this will ruin our way of life"*

I would be interested in how Fields in Trust's considerations are going so far. Has there been any significant updates on your end?

Best Regards

Peter

Photo 1





Photo 2



Photo 3



Photo 4



# Plans





## Internet Consultees

Application Reference 06/17/0247/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name David Kelf

Address 53 Church Lane

Gorleston

Norfolk

Post Code NR31 7RG

Email

For or Against OBJ Object

Speak at Committee

As a family who resides in close proximity to the proposed access road (within the recreation ground) for the new housing development, we would like to object strongly to the plans being approved. There are many reasons for the objection, some of which are listed below.

1. The access road proposal enters the recreation ground off Church Lane, which is already a very busy road, which becomes grid-locked with traffic at certain times of the day due to the traffic associated with the sixth form college. There are currently not enough parking spaces for students to park their cars and as a result, there is no space for the numerous buses and coaches that pull-up outside the college collectively at the beginning and at the end of the college day. This leads to queues of buses and coaches on Church Lane, sometimes pulled-up on the

Date Entered 01-05-2018

Internet Reference OWPC1682



# Internet Consultees

Application Reference 06/17/0247/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name David Kelf

Address 53 Church Lane

Gorleston

Norfolk

Post Code NR31 7RG

Te

Email

For or Against OBJ Object

Speak at Committee



kerbs, making it extremely difficult and dangerous for cars to drive past and even more hazardous for the students/public to cross the road. There is also only one entrance/exit for the college, which would be directly opposite the proposed access road entry, making this already congested area even worse.  
2. As mentioned above, there is already an issue with parking and I would assume that making an additional access road entry would remove a significant more number of these spaces. I would then be concerned that drivers would be inclined to park in unsafe and unsuitable locations, and in their desperation they may even park on the new access road, which I assume wouldn't be suitable for this purpose. Any reduction in parking spaces would make it incredibly hard for local residents to park during college hours, this could be confirmed by residents of Baliol Road,

Date Entered 01-05-2018

Internet Reference OWPC1682

# Internet Consultees

Application Reference  Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name   
 Address

Email Address

For or Against  Object

Speak at Committee

Recreation Road and St. Andrews Road, who already have a fight on their hands to park their car anywhere near their house during college hours.  
 3. Although the park itself will not lose any green space due to the extension area of the park at the south end, it will however lose some of its current appeal, due to the road traffic that will be using the new road. With over 90 houses to be constructed, it can assumed that there could be around 120-130 vehicles using the road each day just for the new residents based on national average figures and this wouldn't include visitors and service vehicles. This would create a large amount of air and noise pollution to both the park and existing residents adjacent to the park.  
 4. In my opinion, all of the above points raised, will contribute to making any existing residence within the locality of

Date Entered

Internet Reference



## Internet Consultees

Application Reference 06/17/0247/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name David Kelf

Address 53 Church Lane

Gorleston

Norfolk

Post Code NR31 7BG

Em

For or Against OBJ Object

Speak at Committee

create a large amount of air and noise pollution to both the park and existing residents adjacent to the park.

4. In my opinion, all of the above points raised, will contribute to making any existing residence within the locality of this development depreciate in value as a direct result, which depending on circumstances, may put families into negative equity.

I realise that additional houses are required, especially in boroughs such as Great Yarmouth, but I believe that there will be a huge impact to the area if this one is approved, especially with current proposal access road proposal.

There have been other proposals prior to this one that has included East Anglian Way and Beccles Road and I fail to see why this one is any better equipped to deal with the potential issues.

Date Entered 01-05-2018

Internet Reference OWPC1682

## Internet Consultees

Application Reference 06/17/0247/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Sean Manthorpe

Address 114 Church Road

Gorleston

Post Code NR31 6LW

Tel

Email Address

For or Against OBJ Object

Speak at Committee

I am concerned about a new junction being opposite the 6th form car park on a road which is already congested and an accident waiting to happen. The land for the proposed properties is home to bats, deer, foxes and many other animals. I also feel that the road going through the recreation ground will be the loss of a community asset that has been there for 100 years.

Date Entered 01-05-2018

Internet Reference OWPC1680



(23)

S  
Mr Paul Minns, Group Manager

Great Yarmouth Borough Council Planning Services  
Town Hall, Hall Plain, Great Yarmouth NR30 2QF

24<sup>th</sup> April 2018

Planning Application 06/17/0247F

Erection of 96 dwellings and associated infrastructure and access off Church Lane at St Mary's Roman Catholic School (Land rear of) East Anglian Way GREAT YARMOUTH NR31 6TY

Dear Mr Minns,

I want to object to the above proposal by Badger Building. I ~~do~~/do not want a road across the Recreation Ground because -



I think it would be dangerous because of all the people and traffic there



I think it would stop it feeling a nice place to play and relax

Great Yarmouth  
Borough Council

02 MAY 2018

Planning  
Department

I ~~do~~/do not want houses built on that land because -



We already have lots of new houses being built round here. I think so many new people and cars in town might make things harder for everyone



I do not think we have enough space at the doctors, the dentists or the hospital for lots of extra people



I think it's important to leave wildlife somewhere to live

Signed .....

Print Name PATRICIA WEBB

NR31 7PA

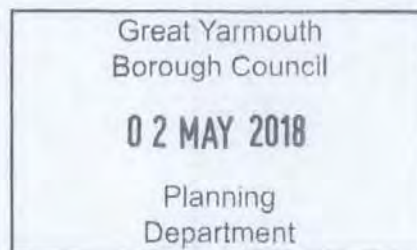


11 Saint Andrew's Road

Gorleston

Norfolk NR31 6LT

30<sup>th</sup> April 2018



Mr Paul Minns, Group Manager

Great Yarmouth Borough Council Planning Services

Town Hall, Hall Plain, Great Yarmouth NR30 2QF

**Planning Application 06/17/0247F**

**Erection of 96 dwellings and associated infrastructure and access off Church Lane at St Mary's Roman Catholic School (Land rear of) East Anglian Way GREAT YARMOUTH NR31 6TY**

Dear Mr Minns,

Further to my previous email, I wish to object to the above application. I thank you for providing a site plan on two of the gates to the Recreation Ground as requested, and for extending the time period for objections so that the residents of Saint Andrew's Road can have their statutory notice period.

I have objections to the proposal both as a local resident and as a citizen of Gorleston.

- I reject the current Government's housing policy.
- I oppose the wilful destruction of a desperately-needed wildlife haven, and what could be an invaluable resource for our local children.
- I believe the local infrastructure cannot sustain another 96 households without a detrimental effect on both potential new and existing residents.
- I oppose any sell-off of recreational space in the Borough.
- I think this plan will destroy the peace of the play area on the Recreation Ground.
- I think the proposed junction with Church Lane is dangerous.

There is no doubt that we have a housing shortage, and that everyone should have a right to a safe home. But in my opinion it is frankly delusional to erect great tracts of private housing in the hopes that the laws of supply & demand will force private landlords to drop their rents back down to affordable levels. It will only bring more 'investment opportunities' for those that already have. In an part of the world that has areas of extreme poverty, poor social mobility, a high percentage of poorly paid seasonal jobs and a struggling infrastructure, I fail to see how the residents of Gorleston will directly benefit from this development apart from the token 'affordable housing'.

#### Public Services

Dropping another 96 households in the centre of Gorleston is bound to have a negative impact on those already there. Take our already overstretched public services. Despite Great Yarmouth & Waveney CCG's



affirmation that this proposal is OK with them, we have the highest GP to patient ratio in the whole of the Eastern Region excepting Ipswich, currently running at 1:1700. Practically this means a three-week waiting list to see a practice nurse for 5 minutes at Central Surgery, 4 weeks if you need a GP. The surgeries in Gorleston are, politely, 'in flux' since East Anglian Way Family Healthcare closed. I wonder what 'not OK' looks like to the CCG?

Policing – with all the PCSOs being recently cut, it appears we now have one sergeant and two PCs to cover this whole area. They must be under extreme pressure, especially with the current flood of hard drugs from London. Will another housing estate, especially so close to the centre, not stretch the thin blue line even thinner?

Schools. Badger Building are building 110 houses on the old Claydon Field. The catchment for these 110 families will be Wroughton and Lynn Grove. Now that Planning Permission has been granted for these homes has the LEA been informed of this when they say there will be room for the additional 96 families Badger will be sending from this proposal to the same schools?

### **Wildlife**

I wish to inform you that on many summer evenings I have seen bats flying on this site. This is something that I have discovered on talking to residents, is not an uncommon experience both up there and in surrounding gardens on all sides. As you will be aware as planners, it is your legal duty to inform the developers that they have to commission a survey of the site and include mitigations in their plans. Now that you, and therefore Badger Building, are in possession of this knowledge, under the Wildlife and Countryside Act (1981) (as amended); the Countryside and Rights of Way Act, 2000; the Natural Environment and Rural Communities Act (NERC, 2006); and by the Conservation of Habitats and Species Regulations (2010) you are aware that ignoring this information and harming bats carries a six month jail term.

This is not a game. Bats are protected by so much legislation for a reason. And if by invoking this, we can try to protect all of our native wildlife that over the years has found itself locked in by buildings and residing in our town, then so be it. This is a Greenfield site. It has never been built on. I strongly reject the notion that if a piece of land is not generating visible currency it is 'waste land'. I have worked in schools in the Borough and I know there are many children who have never seen the beach. On one school trip the highlight of the day was seeing cows for the first time on the Acle Straight. Let's invest in our children. Let's make this land a community asset. I know it also has problems with litter, waste and anti-social behaviour, but I have also been surprised to learn how many children in the area, and their parents before them, have enjoyed the adventure and freedom the site has offered them.

Even Badger Building, in their original plans, accepts that we have freely enjoyed the site for forty years, although that apparently counts for nothing when they have to pay for a road to slice through our children's play area.

At a time when our garden bird numbers are crashing through the floor, in Saint Andrew's Road we have house sparrows, sometimes goldfinches and in high summer swifts wheel and scream down the street. If I were a swift having just made the 2000 mile journey back from Africa, I don't think I'd be too impressed to have my rich feeding grounds replaced with a housing estate, and then work out to look for one of the five percent of the houses with a plastic swift box and householders willing to welcome me.



I understand there's a badger sett up there. I know there's no mercy for foxes or muntjac, but ironic that Badger Building label Badgers as 'pests', when they discuss the nuisance value of all these creatures fleeing for their lives before the bulldozers.

I mentioned trees in my email. It seems that if a tree only thirty years old and not fat enough it has no amenity value and is expendable. A fellow resident has mentioned the fine pine tree up there, and the rowans. I would add the old apple trees. Also the fact that the trees in East Anglian Way are protected by TPOs but not the large ones on the Rec?? This is surely an oversight that needs very prompt action.

All our native wildlife urgently needs our help, not only the creatures and the birds but also our native bees and butterflies are at critical levels of survival. On a summer's day up there the air is alive with buzzing on the bramble blossom. It is an immeasurably richer and more rare resource to the Borough's residents than the millions of pounds the interested parties stand to make. And they may not take comfort by saying there is space for wildlife in the countryside. Where now is our 'Bluebell Wood' at Hobland? I for one would be very pleased to volunteer at any 'Town Farm' or reserve that might be created if suitable access for the necessary volume of traffic cannot be found.

On a personal level, I have lived in this road now for 17 years. There are to my knowledge people who have been born and brought up in the road, or inherited their homes. This all illustrates the fact that it has been a nice place to live. In the time that I have lived here I have watched the parking go from easy to nigh on impossible some nights. Every time you planners allow a development round here which does not include parking, our quality of life is affected. Tensions are rising with the vehicle numbers. This development will also bring more traffic and general noise, pollution, light pollution and people to our previously quiet little street. It will leave us with even more competition for services, jobs and roadspace than we already cope with. Why should we be left the worse off for other's schemes? If you crowd us in then those that can will leave, and the community will be the poorer for it.

Please please reject this application. I know that you are obliged to help Badger find a suitable access to this land, and you could do with the money from the land sale, (which must give rise to a possible conflict of interests and a threat of a possible breach of contract) but if you allow them the manoeuvre you into literally running a road through one of the most heavily used corners of peace and relaxation in the borough, possibly endangering our children, then under the current Government Policy you will be opening the floodgates to every Field held in Trust being under attack from developers, not only in the Borough but for other authorities as well.

Yours sincerely

H A Pointer (Mrs)

Attached comments  
on the Road Proposal





### PROPOSED NEW GORLESTON RECREATION GROUND

- a There is no provision on the plan for hardstanding for maintenance and emergency vehicles. This represents an approximation for that.

I find the provision of a 'hit and miss' barrier a peculiarly aptly-named piece of highway engineering, given the small children, dogs, youngsters on bikes, groups of car-sharing students, after-tea family footballers etc that use this historically pedestrian entrance, and would now have to negotiate a new road as well as the old gate to get to their green space.

- b The existing basketball court. It is bound by @ 150 cm high tubular steel fence and surrounded by a generous green space. This means that the ball habitually goes out of court and is vigorously chased by the players revelling in the space. Under the new plan the south-east corner of the court will virtually touch the high fence of the new road. It will destroy that dynamic, and practically, could present dangers of balls getting onto the road and even rolling into Church Lane.

- c The play equipment for pre-school and older children. The present sense of being safe behind the current fence in a large green traffic-free space would be replaced by the sense of being in an urban corner.

I understand that one of the reasons the play equipment was relocated some years ago was that it was considered a safer site than the possibility of a child finding themselves cornered by a potential assailant on the old site in the south-western corner, bounded as it was on two sides by fence. The present site enjoys access from a pedestrian gate right next to it, and from the double gates in the eastern corner.



There is no provision on the plan for a new pedestrian gate to replace the eastern gate, presumably because children would find themselves right on a busy junction. This then puts the play equipment back in a corner, bounded on two sides by fence.

- d The new junction directly opposite the Sixth Form College access.

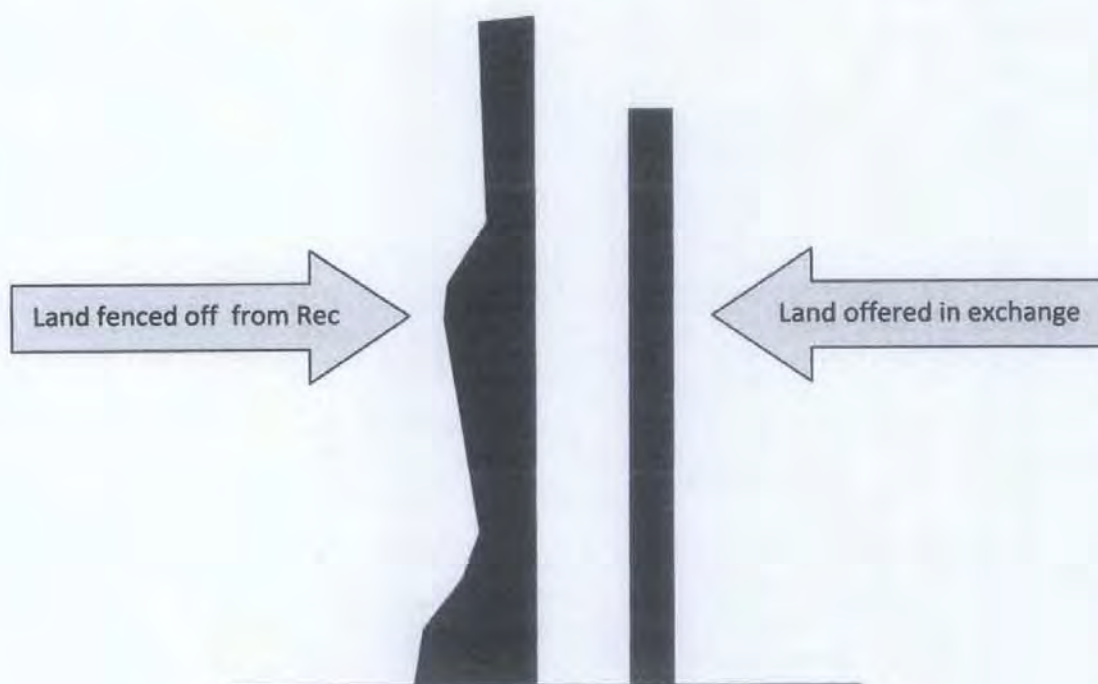
ENSFC has a roll of over 1,600 students and 200 staff. Because of it's excellent academic standing it has a very wide catchment of pupils all arriving and departing by vehicle. Twice a day in term time Church Lane grinds to a dangerous halt with student buses, illegally hovering parent cars, schoolchildren, students, all the normal busy Church Lane traffic and major town bus routes. Frustrated west-bound cars pull out from behind parked buses into the path of the oncoming east-bound traffic as the students try to cross the road. And Badger want to add into that another potentially 96 households bringing their children home from school by car up the new road?

That college access road is not simply a vehicle access. Students pour through it on foot from the teaching blocks behind the main building.

It is also inevitable that the new road would become blocked by illegally parked college parents at peak times, and possibly student cars as well. I wouldn't fancy the chances of any emergency vehicle trying to reach the proposed new estate.

The above plan shows as accurately as has been possible quite what a dramatic effect the layout of the proposed junction would have on Church Lane. Not being a Highways Engineer it is difficult to assess how many valuable parking spaces will be lost. Also, closing off the original gates to the Rec would render the present historic entrance avenue and it's trees (kindly currently being re-established by yourselves) completely meaningless and redundant.

BADGER BUILDING'S PROPOSAL FOR FIELDS IN TRUST'S COMPULSORY LANDSWAP (taken from plan)



S

**Jill K. Smith**

---

**From:** Robert Boswell [REDACTED]  
**Sent:** 17 July 2018 12:05  
**To:** plan  
**Subject:** Plan ref 06/17/0247/F / EH/WS : Badger Homes 71 properties - Land rear of East Anglian Way, Gorleston  
**Attachments:** Planning Application 06-17-0247-F - Rebid Mar18 Bob Sections 16July18.docx

Good morning

Thank you for your advice provided by the office in our telephone call yesterday following your letter of 15 June 2018. In accordance with that advice, please find attached above my current Objection comments regarding the above Plan and the latest re-submission by Badger Homes.

As a resident of East Anglian Way (EAW) for 18 years since its original construction, I would ask you, yet again, to consider my views and serious concerns as set out in my attachment above. Each of the points raised here are "in my own personal opinion". May I ask you to confirm receipt and inclusion in the papers for the Committee's attention. Thank you

Bob Boswell  
29 East Anglian Way, Gorleston – Resident since 2000



**1. Highway & Traffic in EAW**

The highway safety fears and risks arising from this Plan with the inevitable increase of over 100+ vehicles using 1 x single access road are well documented from the past and acknowledged by all parties including councillors. This traffic will be in addition to the existing residents, the new flats and the "3 visits-per-day" parents of over 200 school children.

- The Plan provides just 1 x access route for a further 71 families. This results in an almost inconceivable proposal to have just 1 x single point of entry/ exit for an estate that would number over 160 family homes and where that sole route will be past the main entrance of a school
- EAW is already a bottleneck of congestion for 30 minutes either side of 9am; 12noon and 3pm giving 3 hours of daily traffic jams and irate/ inconsiderate motorists. Any increase in traffic volume will just add significantly and inevitably to the daily safety and danger issues in street entry & exit and to the school children and parents
- EAW is constructed to allow the passage of two "standard" vehicles. Any incident in the road; badly parked cars; contractor vans; deliveries; refuse collection or resident visitors
- (let alone the horrendous volume of construction traffic during the building period) will bring total chaos to EAW, instant "jams", high potential for total grid-lock, restricted access for emergency vehicles, and increased safety issues

**2. Construction Period**

Your papers indicate that, if the inconceivable happens and approval is granted, you are prepared to allow construction on **6 days a week** across mostly 11 hours per day. Even at a conservative estimate, I would expect an absolute minimum of **at least 1 year** of construction activity. Given my comments on the risks, traffic issues and dangers inherent in the Plan, such a period of virtual non-stop daily construction traffic of all sizes will bring road chaos, danger and traffic carnage to EAW and the surrounding roads, the level of which would be anathema to residents, the community and authorities alike. The presence of a Primary School should be remembered here. In addition, the daily level of noise, air pollution and disturbance would make everyone's life a total misery.

**3. Properties**

The plans set out a varied style of property across the estate, however I note that my own house will be backed onto by some four-bedroomed houses and their associated garages.

- **Loss of Outlook** - The plans are very clear in showing that the close proximity of the houses will overlook my own house, provide direct visual access into my bedrooms, conservatory, kitchen and garden and thereby totally invading my privacy.
- **Loss of View** - My family currently enjoy and greatly value our rear outlook of trees, birds, wildlife, greenery & nature's best as shown in the early spring picture below. These plans will replace this with yet another mass of concrete, double-glazing, cars, noise and intrusion.





- There is currently a vast array of **wildlife** living in that area of land and this just destroys their habitat and home and it will be lost forever
- The "new" gardens appear to back directly on to My rear fence, again invading our privacy and the calming solitude of peace and quiet we have always enjoyed
- I was advised by Norfolk CC that many of the trees you can see in my picture near my own and also my neighbour's houses, were under **protection orders**, how are these protected in these plans?
- The **boundaries** shown on the plan are those which I "enjoy" as mine at this time. There is no comment or guidance to show, state or outline the inherent private property rights thus giving rise to inevitable potential boundary disputes

#### 4. Property Value

If you just read my comments and view the picture above, I do not think that I need to say much more to convince you on this point. For me it is very clear and obvious just what a serious and adverse effect with significant financial impact such a large development will have on the **value of my property**.

#### 5. Land

In the last proposal submission, I recall that responses to the request for a **Land Contamination Report**, following a damning challenge by the Environment Health (28Apr17 – *document shown on your own website*). This was subsequently, allegedly addressed by two reports compiled by Badger Homes themselves!! I trust that the Council will ensure due diligence this time and insist upon only an **independent** review and un-biased assessment?

#### Summary

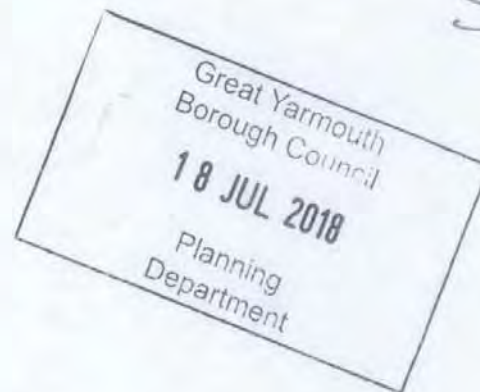
I would conclude by adding my additional general concerns that this proposed development, set to double the size of the current estate, will significantly increase the risk of crime, incidents, anti-social behaviour, and problems in the adjoining beautiful park area we all value so much.

For the points I have raised and for the reasons I have set out above, to me this revised plan is unacceptable. With the utmost and sincere respect, I respectfully but strongly urge the committee to reject this development proposal once and for all.

I should be grateful if you would consider my personal views in your deliberations please.

Robert (Bob) Boswell  
Resident of East Anglian Way since July 2000.

Ken Pressley  
30 St Andrews Road  
Gorleston, NR31 6LT



[REDACTED]  
17/07/2018

Mr. Minns  
Planning Manager  
Great Yarmouth Borough Council  
Town Hall, Hall Plain  
Great Yarmouth, Norfolk NR30 2QF

Reference: Planning Application: 06/17/0247/F

Dear Mr. Minns:

I am writing to you to strongly object to the proposed planning application including the temporary road that is on the application going across the Recreation ground on its eastern boundary. This is an additional objection to the one I have already made on this planning application number.

My main concerns are the temporary nature of the access road being proposed across the Recreation ground on its eastern boundary.

How long will the 'temporary road' be in existence? (How long to complete the housing development).

What guarantee is there that the road will not become PERMANENT.

Why use the Recreation ground as a temporary access when there is an existing access route from Colomb/Beccles Road.

The Beccles road junction could be remade and barriered such that only vehicles necessary for accessing the development would be allowed

Thereby making it unnecessary to have a 'temporary road' on the Recreation Ground.

I have lived on St Andrews road since 1976. During that time, I was an allotment holder on what is now the playing field of the St Mary St Peter Catholic school. Many evenings over the last 40 years I have seen Bats in flight on the area that was allotments particularly along the corridor to the north of the Recreation ground wall where there are mature trees, where the proposed temporary road must pass through. The existence of bats has been seen on numerous occasions this summer and a



video clip has been sent to the planning department previously by email (02/05/18)  
I have contacted the 'Bats.org.uk' and part of their reply is below:

What you should expect of the local authority

*The planning authority has a legal obligation to consider whether bats are likely to be affected by a proposed development. If a survey has not already been undertaken to determine the potential for bats on site and/or the presence of bats, the authority should request that the developers commission an appropriate survey.*

*If a survey demonstrates that development is likely to affect bat foraging and/or commuting habitat then linear features such as tree lines should be retained, and compensatory planting should be considered wherever possible.*

*If a survey demonstrates that bats and/or a known roost are likely to be affected by the proposed development, and planning permission is to be granted, a condition should be placed on the decision notice requiring the developer to apply for, and obtain, a European Protected Species Licence before work commences.*

*The licence will specify planning conditions such as timing of works and mitigation to lessen impacts. If you later suspect that a developer is contravening the conditions of their licence try to check the conditions of the licence with the authority that issued it, this varies depending upon the country (see contact numbers below) and alert the local planning office.*

**Can you confirm whether a Bat Survey has been undertaken?**

**If this hasn't been done will you be asking the developer to undertake a Bat Survey?**

- **How many trees will be cut down to make proposed road?**  
If there any trees left in the area of the proposed road how many may be affected (Damage to root systems/branches removed) by the construction of the proposed road?
- **The proximity of the basketball/football park to the proposed road is such that even I a 61 year old can miss kick a football onto the existing road let alone some of the more youthful 6<sup>th</sup> form students. Therefore, has fencing been allowed for in the planning application to ensure safety of the new proposed road? If fencing has been allowed for it will have to be quite high and will look quite out of place in the recreation ground which has a very open and inclusive aspect.**

There has been no vehicular access to the Old Allotment site for 20 years. The only people who access this area are walkers with or without dogs. The area is dominated by brambles, sycamore trees and an area of bracken. There are 2 very mature trees (Pine and fir) in the area with a line of more mature trees (oaks and hawthorn) that run parallel to the North Recreation boundary wall. I have witnessed on many occasions Muntjac deer getting under the western boundary fence of the



Mr. Minns  
17/07/2018  
Page 3

St Mary St Peter Catholic school from the old allotments and grazing on the school playing field. I have also witnessed foxes in this same area.

I am not an expert on birds but there are the usual common types. The old allotment area provides nesting sites and lots of food for wild birds all year round.

Noise, at the rear of my property the only noise we get is from the school children at playtimes. The construction of the houses will generate some noise but when the houses are occupied what noise can I expect?


Light Pollution, as there are no lights on the old allotments what is in the planning application to minimise light pollution?

Finally, I have witnessed over the last forty years a reduction in the facilities on the recreation ground.

First to go was the lawn tennis courts, followed by Gorleston FC, the main grandstand and 'chicken run', then the hockey pitch and cricket square. Football pitches have gradually diminished until there are none marked out over this last couple of seasons.

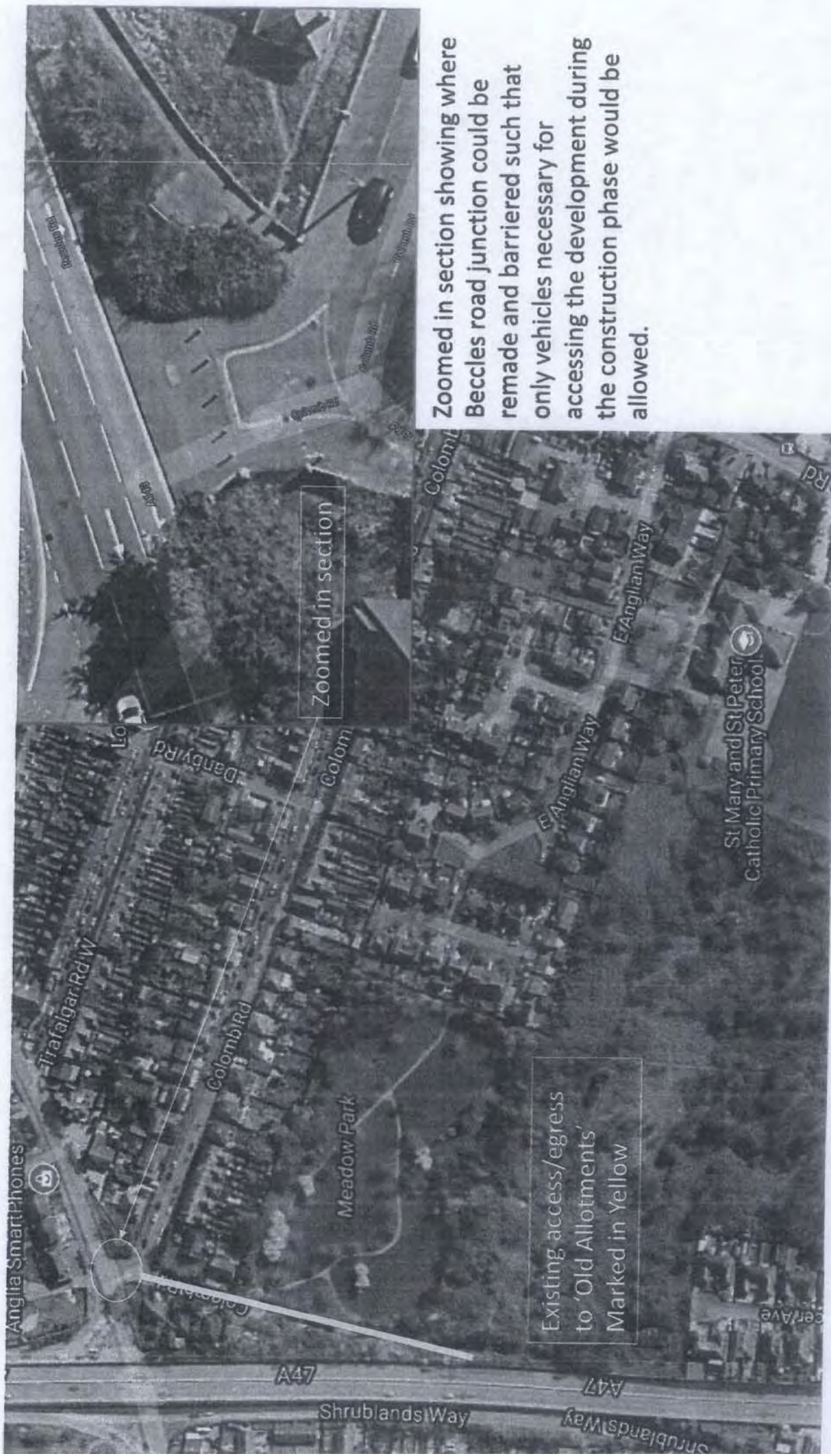
I fully understand that council finances have a great impact on recreation facilities in the Borough. With the proposed planning application including a new road on the recreation ground I just wonder how long before the recreation ground is just a name for a housing estate.

Sincerely



Ken Pressley





Zoomed in section showing where Beccles road junction could be remade and barriered such that only vehicles necessary for accessing the development during the construction phase would be allowed.

## Gemma Manthorpe

---

**From:** Helen Bates <~~helen.bates@diocese.org.uk~~>  
**Sent:** 28 July 2017 13:43  
**To:** Gemma Manthorpe; 'head@smspprimary.norfolk.sch.uk'  
**Subject:** RE: Planning application at Land Rear St Marys Roman Catholic School / Land off East Anglian Way 06/17/0247/F

Hi Gemma,

Yes, I can confirm the car park will transfer into the ownership and responsibility of the Diocese of East Anglia.

Regards,

Helen

**From:** Gemma Manthorpe [mailto:[Gemma.Manthorpe@great-yarmouth.gov.uk](mailto:Gemma.Manthorpe@great-yarmouth.gov.uk)]  
**Sent:** 28 July 2017 10:51  
**To:** Helen Bates ; ~~head@smspprimary.norfolk.sch.uk~~  
**Subject:** Planning application at Land Rear St Marys Roman Catholic School / Land off East Anglian Way 06/17/0247/F

Good morning,

I have been passed your email address by Mrs Long, copied into this email, following a discussion regarding the planning application adjacent your site the submitted details state that the car park will transfer to your ownership and therefore responsibility. I am requesting advice from our solicitors as to how this will be secured but would appreciate your confirmation this is the case? If there is any action required in relation to yourselves I will let you know.

I am happy to discuss the application and answer any questions that you have, I thank you for your cooperation regarding this matter.

Best regards,

Gemma Manthorpe LLB (Hons)  
Senior Planning Officer  
Great Yarmouth Borough Council

Telephone: 01493 846 638  
E-mail: [gm@great-yarmouth.gov.uk](mailto:gm@great-yarmouth.gov.uk)

Website: [www.great-yarmouth.gov.uk](http://www.great-yarmouth.gov.uk)  
Correspondence Address: Town Hall, Hall Plain, Great Yarmouth, Norfolk NR30 2QF

***Great Yarmouth Borough Council - Customer Focused, Performance Driven***

It takes 24 trees to produce 1 ton of office paper! Think... is it really necessary to print this email?



06/17/0247/F

S

Elaine Helsdon

**From:** Tracey Kelly  
**Sent:** 20 May 2017 11:29  
**To:** plan  
**Subject:** Re: Planning for housing estate off East Anglian Way.

To whom this concerns,

I'm forwarding email below.  
Hope it reaches correct department.  
Please reply to inform of acknowledgment.

Thanks  
Tracey Kelly

> On 16 May 2017, at 12:10, Tracey Kelly wrote:  
>  
> To Cllr Fairhead,  
>  
> Building plans for the housing estate off East Anglian have been brought to our attention.  
> We live on the entrance of East Anglian Way to side of the junction. 132 Church Rd.  
> We would like to object to East Anglian Way being used to enter into the proposed housing estate.  
> With a busy school along the entrance road and general congestion we feel the extra traffic would be disastrous!  
> With personal opinion from living, parking and driving around the entrance area, the congestion at school and work times is already unacceptable.  
> I have three school children and generally of a morning i will wait five minutes at least to reverse out onto East Anglian Way, after giving way to traffic and pedestrians.  
> With the amount of houses proposed that would have to use this access bearing in mind on average two cars per house, the extra congestion could also be unsafe for children that are often biking and walking without parents.  
> There is quite often school coaches, delivery vans and lorries entering this way also.  
> We are not against the building of the estate but the proposed access would NOT work.  
>  
> Hope our views and input are took on board, they should be valuable to any decision as we've lived here seven years and feel this is a true, fair and strong opinion and objection.  
>  
> Kind regards,  
>  
> Tracey Kelly, Christian Dimascio and family.

# Internet Consultees

Application Reference 06/17/0247/E

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Joseph Santon

Address East Norfolk Sixth Form College

Church Lane

Gorleston

Great Yarmouth

Post Code NR31 7BQ

Telephone

Email Address

For or Against NOS Subject to Condition

Speak at Committee

8:00 and 4:30pm Monday to Friday only. We would request that deliveries be prevented from 8:30am until 9:15am and 3:30pm until 4:15pm Monday until Friday due to the increased traffic at these times. The additional vehicles using Church Lane because of the development will increase the risks to pedestrians, cyclists and motorists in the area. Given the proximity of the proposed access on Church Lane to the main College vehicular entrance, there is an increased likelihood of accidents involving the users of Church Lane. We would therefore ask that the Borough Council / Highway Authority consider that the planning consent include traffic calming measures or a pedestrian crossing on Church Lane as a safety improvement measure for local residents and the students and staff of the College.

Date Entered 12-05-2017

Internet Reference OWPC1118

## Internet Consultees

Application Reference 06/17/0247/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name John Bebbington

Address 9 East Anglian Way

Gorleston

Great Yarmouth

Post Code NR31 6TY

Telephone

Email Address

For or Against NOS Subject to Condition

Speak at Committee

As a resident in EAW and head coordinator of the East Anglian Way Neighbourhood Homewatch, which has also acted as a residents association, I have been very actively involved in the development of various traffic and housing plans for East Anglian Way.

The main objection has always been the problem of access. This has not improved since raising it with GYBC in 2002. At that time it was only the school traffic blocking access as well as backing up into Church Road. A school travel plan did not succeed in solving the problem. This was before the proposed plans for the future development of the land adjacent to the school and EAW were publicised. From 2009 onwards various suggestions were proposed

Date Entered 11-05-2017

Internet Reference OWPC1115



## Internet Consultees

Application Reference 06/17/0247/E

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name John Bebbington

Address 9 East Anglian Way

Gorleston

Great Yarmouth

Post Code NR31 6TY

Telephone [REDACTED]

Email Address [REDACTED]

For or Against NOS Subject to Condition

Speak at Committee ☐

by yourselves which eventually foundered on the access problem - and the size of the development of the area - figures ranged up to 140 dwellings and the effect this would have on the local residents, pupils and local traffic in the area. The revised plan by Badger Homes showed a welcome sympathetic understanding of the residents concerns but it also highlighted the need for a second access point to the area. The proposal to have school drop-off/collection parking area was welcome but as the only access route would be down EAW and through the very narrow road between 9 and 11 a number of the residents did not see this as an improvement on the contrary traffic would be heavier due to the housing and the expansion of the school. The removal of the surgery would not have any real benefit.

Date Entered 11-05-2017

Internet Reference OWPC1115

# Internet Consultees

Application Reference 06/17/0247/I

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name John Bebbington

Address 9 East Anglian Way

Gorleston

Great Yarmouth

Post Code NR31 6TY

Telephone

Email Address

For or Against NOS Subject to Condition

Speak at Committee

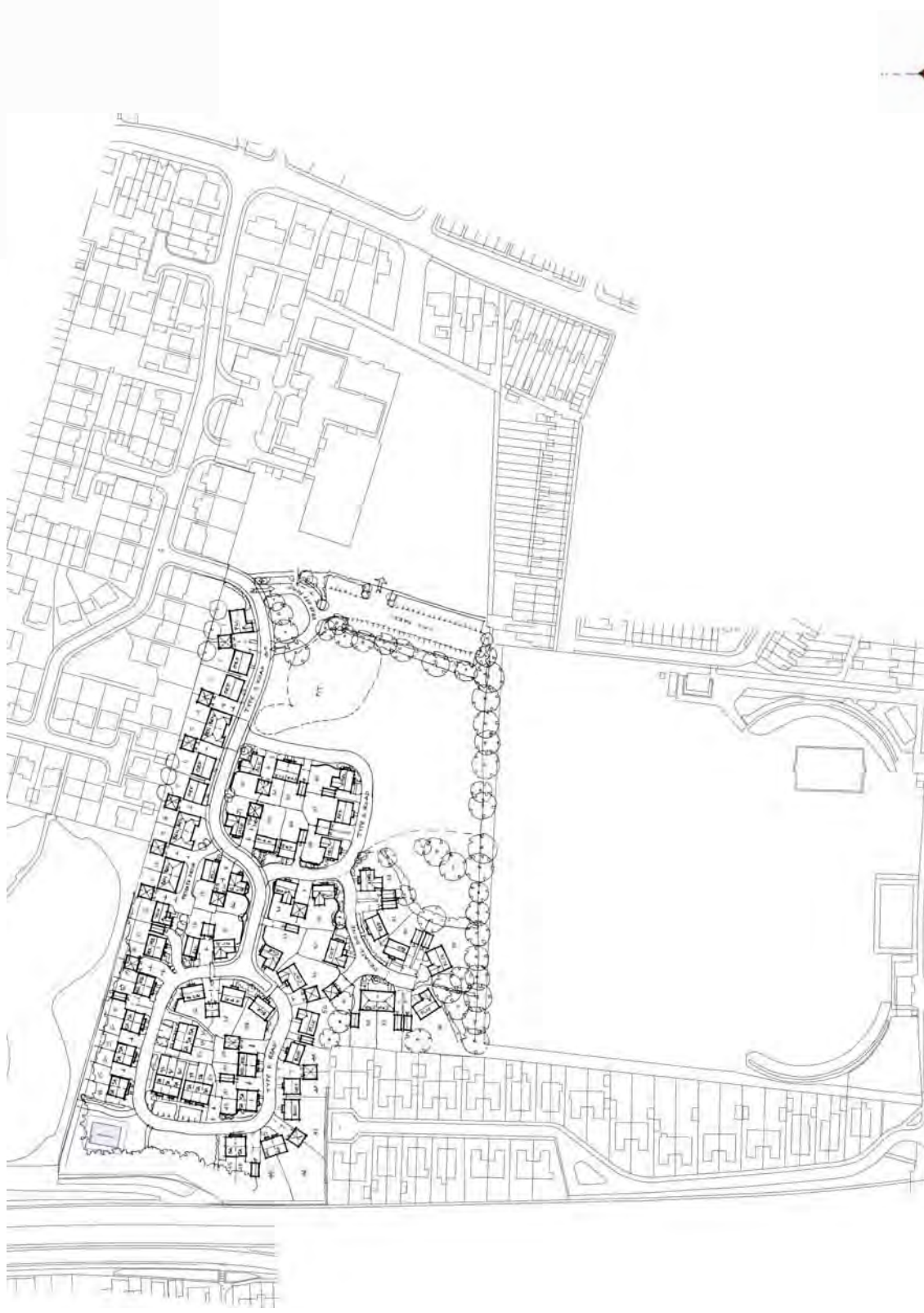
The new plan as proposed has merits , especially in listening to residents worries about the amount of housing and types backing on to the existing EAW residents. The problem however of access remains. The amount of traffic at school times will be both hazardous for traffic in Church Road and dangerous for children walking to school, especially as school traffic will (or should) be moving in a very confined area.'

The above are my own views but not surprisingly reflect at least some of our residents.

AS BEFORE ACCESS IS THE MAIN PROBLEM HERE - IT STILL NEEDS TO ADDRESSED

Date Entered 11-05-2017

Internet Reference OWPC1115



Drq Loc: 6783 Badger, Gorleston / drawings / 6783 ! QC01.cdr