

Reference: 06/17/0168/F

Parish: Hopton

Officer: Mr J Ibbotson

Expiry Date: 10/08/17

Applicant: Mr W Howkins

Proposal: Subdivision of gardens to form plot for detached 2 bedroom house.

Site: 31/33 Station Road
Hopton
Great Yarmouth
NR31 9BH

REPORT

1 Background / History :-

- 1.1 31 and 33 Station Road are two semi-detached dwellings dating to the Victorian period. The properties face onto Station Road, with pedestrian access from this road. Vehicular access is from the lane which runs to the west of the properties. The buildings have relatively long curtilages, which currently has a pitched roof garage located at the north eastern end of the gardens. This structure forms a rear boundary with 12 St Clements Mews.
- 1.2 The neighbouring property to the east is the village shop and north east is modern houses on St Clements Mews, to the west on the opposite side of the lane is 29 Station Road, a large detached property of a similar age to the host dwellings, and to the north west also on the other side of the private access lane and footpath is 83 and 85 Potters Drive. The adjoining property to the north is 81b Potters Drive. This property faces westwards over the rear garden of 83 Potters Drive. Running along the western boundary runs a public right of way, part of which is open for vehicular traffic, part of which is only open to pedestrians, cutting through from Potters Drive.
- 1.3 The land had been subject to a previous planning application (06/13/0071/F), which was refused. This application had sought permission for a two bedroom house to the rear of the host properties, and was refused for the following reason.

"The design of the proposed house and its location on the plot will result in the proposed dwelling extending beyond the rear elevation of the neighbouring dwelling to the north which would be an unneighbourly form of development that would cause overshadowing and loss of light and outlook to that dwelling."

The proximity of the first floor window to the rear of the proposed dwelling to the rear boundary of the site would also result in overlooking of the existing house at the rear and would have significant adverse effects on the amenities of that property. In addition to this the application does not show any parking or turning area for the proposed dwelling and is lacking in detail regarding the replacement parking for the existing houses and details of the boundary treatment following demolition of the existing garage. The proposal would therefore be contrary to Policy HOU15 and criteria (A), (C) and (E) of Policy HOU7 of the Great Yarmouth Borough-Wide Local Plan which seek to safeguard the character and form of settlements and protect the amenities of the occupiers of nearby dwellings.

- 1.4 Planning permission is sought in this instance for the erection of a two storey detached dwelling house. This would follow the part demolition of the garage on site and subdivision of the garden of 31 and 33 Station Road. The development would use of part of 31 Station Road's garden to widen the existing access from the lane and also provide two tandem parking spaces for the proposed dwelling. Additionally a single parking space for No. 33 would be created in what had been the rear garden of 31 Station Road. Parking for number 31 Station road would be provided in a new access onto Station Road onto a single parking space in the front garden of No.31 Station Road.
- 1.5 This planning application has taken into account some of the concerns of neighbours and following negotiation taken into account the reasons for refusal of the previous planning application. The reasons why the previous application had been refused were that the set back of the rear elevation in relation to 81b Potters Drive would have caused loss of light, the potential overlooking of the property to the rear, and lack of detail regarding access.
- 1.6 The proposal differs in that it has a front and rear elevation broadly in line with the neighbouring property to the north, 81b Potters Drive. The first floor layout has been altered to allow for the rear bedroom to have a window in the southern side elevation rather than the rear elevation to avoid overlooking of No. 12 St Clements Mews. It has also included alternative off street parking and a widened access in line with Norfolk County Council Highways Department's standards.
- 1.7 The development would have a single bedroom on the front of the building with two first floor windows in the front elevation. These windows would face the same direction as the first floor windows of 81 and 81b Potters Drive and would to an overlook the gardens and property at 83 Potters Drive, and the garden of 29 Station Road. Through negotiation the agent has agreed that the smaller window in the first floor front elevation would be obscure glazed to limit the degree of overlooking. In addition the rear brick wall of the garage will be retained to form the boundary treatment to the rear.

2 Consultations :-

- 2.1 Highways – sets out that whilst there would be a reduction in parking provision for the existing properties, and that there might be parking displacement on

balance there are not sufficient grounds to refuse the application on Highways Grounds as Hopton is noted to have a good level of services and also access to public transport. The lane access is to be widened and would improve vehicle pedestrian interaction. The parking provided to the front of No. 31 Station Road would be NCC highways policy compliant. Conditions are suggested.

- 2.2 Parish Council – objects on the grounds that the proposal is over-development of the site, the proposal does not meet NCC parking standards of two cars per dwelling, provides insufficient space for turning and would infringe on the foot path, increase traffic in the area and in particular on Station Road, and the demolition of the garage would compromise the shared boundary and cause overlooking of 12 St Clements Mews.
- 2.3 Local residents – Five letters of objection were received in regards to the initial application drawings, subsequently amendments have been made which have to an extent addressed the concerns of some of the residents however the final amendment consultation resulted in 2 letters of objection and one letter of comment. Copies of which are attached, the main reasons for objection are that the building has previously been refused permission and the objections still stand, these being poor access onto a busy road, insufficient parking, over development of the plot, loss of privacy at the properties to the rear and opposite, loss of gardens of the donor properties and detrimental impact upon the character of the area. Other issues related to the boundary treatment, and also construction disturbance.

The owners of 81a Potters Drive wish that if the council is minded to approve that a 1.8m high timber panel fence is erected between this property and the application site.

The letters of objection to the final amendment sets out that the development would harm the amenity of No. 83 Potters Drive, would result in unacceptable and dangerous vehicle movements, cause the loss of the garages and No.31 Station Road's garden, as well as the loss of a well-used grass verge. Additionally one letter sets out that the neighbouring property 83 Potters Drive was not shown on plan.

- 2.4 Building Control Officer – No objection

3 Policy :-

- 3.1 Policy CS3 – Addressing the Borough's housing need

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

- a) Make provision for at least 7,140 new homes over the plan period. This will be achieved by:

- Focusing new development in accessible areas and those with the most capacity to accommodate new homes, in accordance with Policy CS2
 - Allocating two strategic Key Sites; at the Great Yarmouth Waterfront Area (Policy CS17) for approximately 1,000 additional new homes (a minimum of 350 of which will be delivered within the plan period) and at the Beacon Park Extension, South Bradwell (Policy CS18) for approximately 1,000 additional new homes (all of which will be delivered within the plan period)
 - Allocating sufficient sites through the Development Policies and Site Allocations Local Plan Document and/or Neighbourhood Development Plans, where relevant
 - Ensuring the efficient use of land/sites including higher densities in appropriate locations
 - Using a 'plan, monitor and manage' approach, which uses a split housing target to ensure that the plan is deliverable over the plan period (as shown in the Housing Trajectory: Appendix 3), to ensure the continuous maintenance of a five-year rolling supply of deliverable housing sites
- b) Encourage the effective use of the existing housing stock in line with the Council's Empty Homes Strategy
- c) Encourage the development of self-build housing schemes and support the reuse and conversion of redundant buildings into housing where appropriate and in accordance with other policies in the Local Plan
- d) Ensure that new housing addresses local housing need by incorporating a range of different tenures, sizes and types of homes to create mixed and balanced communities. The precise requirements for tenure, size and type of housing units will be negotiated on a site-by-site basis, having regard to the Strategic Housing Market Assessment, Policy CS4 and the viability of individual sites
- e) Support the provision of housing for vulnerable people and specialist housing provision, including nursing homes, residential and extra care facilities in appropriate locations and where there is an identified need
- f) Encourage all dwellings, including small dwellings, to be designed with accessibility in mind, providing flexible accommodation that is accessible to all and capable of adaptation to accommodate lifestyle changes, including the needs of the older generation and people with disabilities
- g) Promote design-led housing developments with layouts and densities that appropriately reflect the characteristics of the site and surrounding areas and make efficient use of land, in accordance with Policy CS9 and Policy CS12

3.2 Policy CS9 – Encouraging well-designed, distinctive places

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

- a) Respond to, and draw inspiration from the surrounding area's distinctive natural, built and historic characteristics, such as scale, form, massing and materials, to ensure that the full potential of the development site is realised; making efficient use of land and reinforcing the local identity
- b) Consider incorporating key features, such as landmark buildings, green infrastructure and public art, which relate to the historical, ecological or geological interest of a site and further enhance local character
- c) Promote positive relationships between existing and proposed buildings, streets and well lit spaces, thus creating safe, attractive, functional places with active frontages that limit the opportunities for crime
- d) Provide safe access and convenient routes for pedestrians, cyclists, public transport users and disabled people, maintaining high levels of permeability and legibility
- e) Provide vehicular access and parking suitable for the use and location of the development, reflecting the Council's adopted parking standards
- f) Seek to protect the amenity of existing and future residents, or people working in, or nearby, a proposed development, from factors such as noise, light and air pollution and ensure that new development does not unduly impact upon public safety
- g) Conserve and enhance biodiversity, landscape features and townscape quality
- h) Minimise greenhouse gas emissions and the risk of flooding, through the use of renewable and low carbon energy and efficient site layouts and building designs, in accordance with Policy CS12
- i) Fulfil the day-to-day social, technological and economic needs of residents, visitors and businesses by ensuring the provision of capacity for high speed digital connectivity, suitable private and communal open space, cycle storage and appropriate waste and recycling facilities

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

3.3 POLICY HOU7

NEW RESIDENTIAL DEVELOPMENT MAY BE PERMITTED WITHIN THE SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE PARISHES OF BRADWELL, CAISTER, HEMSBY, ORMESBY ST MARGARET, AND MARTHAM AS WELL AS IN THE URBAN AREAS OF GREAT YARMOUTH AND GORLESTON. NEW SMALLER SCALE RESIDENTIAL DEVELOPMENTS* MAY ALSO BE PERMITTED WITHIN THE

SETTLEMENT BOUNDARIES IDENTIFIED ON THE PROPOSALS MAP IN THE VILLAGES OF BELTON, FILBY, FLEGGBURGH, HOPTON-ON-SEA, AND WINTERTON. IN ALL CASES THE FOLLOWING CRITERIA SHOULD BE MET:

- (A) THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE FORM, CHARACTER AND SETTING OF THE SETTLEMENT;
- (B) ALL PUBLIC UTILITIES ARE AVAILABLE INCLUDING FOUL OR SURFACE WATER DISPOSAL AND THERE ARE NO EXISTING CAPACITY CONSTRAINTS WHICH COULD PRECLUDE DEVELOPMENT OR IN THE CASE OF SURFACE WATER DRAINAGE, DISPOSAL CAN BE ACCEPTABLY ACHIEVED TO A WATERCOURSE OR BY MEANS OF SOAKAWAYS;
- (C) SUITABLE ACCESS ARRANGEMENTS CAN BE MADE;
- (D) AN ADEQUATE RANGE OF PUBLIC TRANSPORT, COMMUNITY, EDUCATION, OPEN SPACE/PLAY SPACE AND SOCIAL FACILITIES ARE AVAILABLE IN THE SETTLEMENT, OR WHERE SUCH FACILITIES ARE LACKING OR INADEQUATE, BUT ARE NECESSARILY REQUIRED TO BE PROVIDED OR IMPROVED AS A DIRECT CONSEQUENCE OF THE DEVELOPMENT, PROVISION OR IMPROVEMENT WILL BE AT A LEVEL DIRECTLY RELATED TO THE PROPOSAL AT THE DEVELOPER'S EXPENSE; AND,
- (E) THE PROPOSAL WOULD NOT BE SIGNIFICANTLY DETRIMENTAL TO THE RESIDENTIAL AMENITIES OF ADJOINING OCCUPIERS OR USERS OF LAND.

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

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

4 Assessment :-

- 4.1 The proposal differs to the previously refused application (06/13/0071/F) in amongst other reasons by its siting in relationship to neighbouring dwellings, as well as window positioning. Additional detail has been provided as part of this application to show how access, turning and parking would be provided. The scheme put forward to the Planning Committee is an amended scheme following negotiation which has taken on board the concerns of the planning officer, NCC Highways officer, Parish Council and neighbouring residents. Whilst the application would result in some compromises, on balance the benefits of providing a new dwelling in a sustainable location outweighs the minimal harm that would be caused by this development.

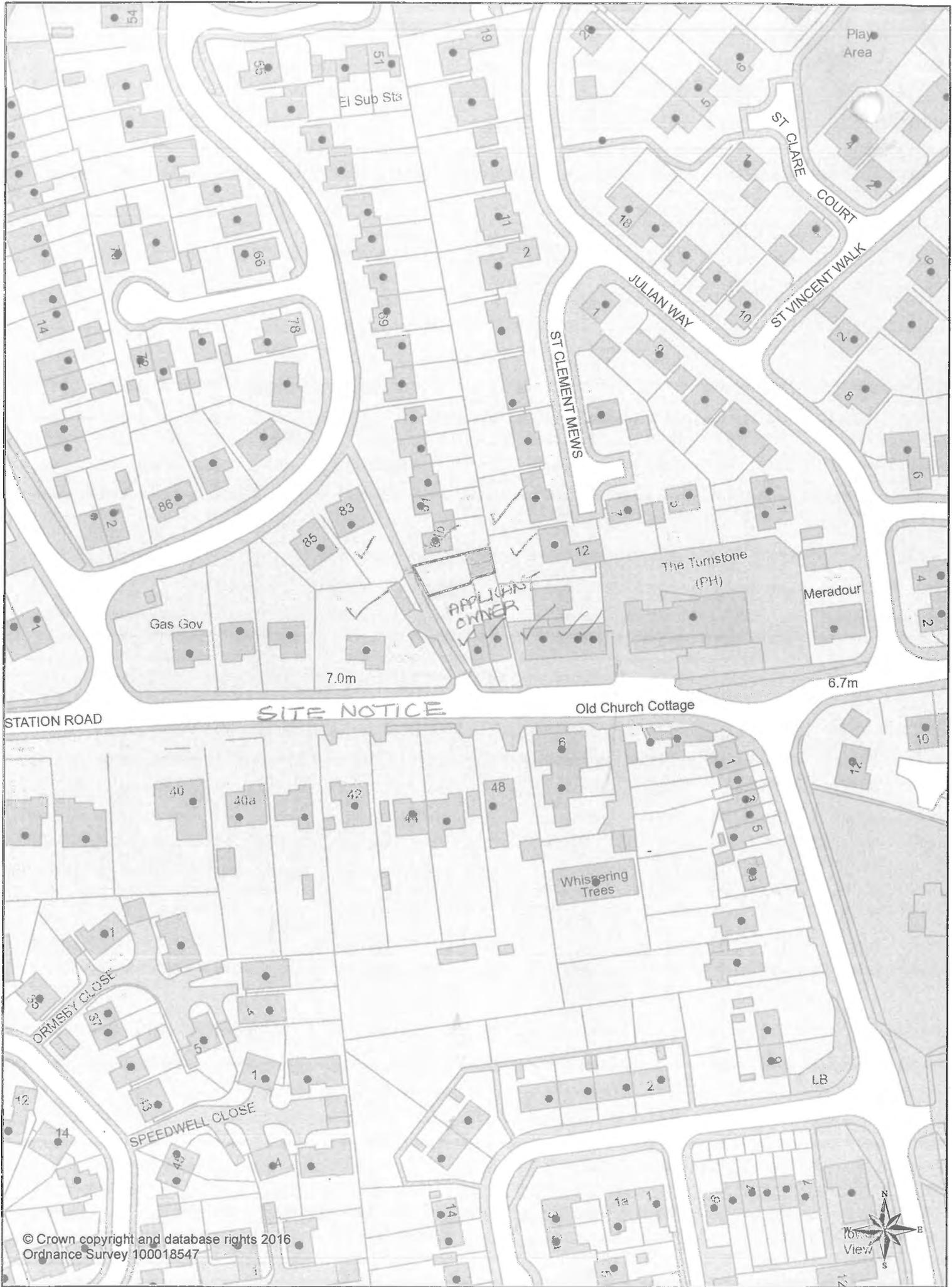
- 4.2 This application would see the building being constructed broadly in line with the neighbouring property No. 81a Potters Drive, and therefore there are no projections to the rear which would result in overshadowing or overlooking of this dwelling. The final amendment has a first floor room and window layout that will not directly overlook properties to the rear. The current garage wall on the boundary with 12 St Clements Mews would be retained, and a condition could be placed on the application to ensure adequate height boundaries on other elevations. The separation distance to the host properties is sufficient. Therefore the properties to the North, East and South would not suffer through loss of privacy, light or outlook. The distance from the proposed dwelling to 29 Station Road means that this neighbouring property would not be adversely affected through overlooking or loss privacy.
- 4.3 Strong objections have been received from the occupants of the property on the opposite side of the footpath to the west, no.83 Potters Drive in regards to overlooking and loss of privacy. The proposal includes two first floor windows which would overlook the garden and rear windows of No.83. Whilst this would cause a degree of overlooking it is not considered sufficiently severe to warrant refusal.
- 4.4 No81b Potters Drive, which is closer to No 83 Potters Drive than the proposal already overlooks the site. As this is a relatively recent development of houses in a suburban area the density and proximity means that overlooking is characteristic of the general pattern of development. The proposed dwellings nearest first floor window is approximately 20m away from No 83 Potters Drive. The first floor bedroom windows would face at approximately 90 degrees the rear elevation of this neighbouring property and the potential for overlooking is possible, but would not be worse than that caused by 81b Potters Drive. To mitigate further there is agreement from the agent to use obscure glass in the nearest first floor window. On balance therefore the scheme is considered to be in compliance with policy HOU7 (E) of the Great Yarmouth Borough Wide Local Plan.
- 4.4 This final revision of the plans results in the proposed dwelling having sufficient parking provision to meet NCC requirements. The two host properties would only have a single parking space each which would not meet the parking requirements set out by NCC.
- 4.5 However, following consultation with the NCC Highways Officer their advice is that this would not be a sufficient reason to refuse the application. Hopton has good public transport links, as well as access to nearby schools, shops and other services. Therefore the site is considered to be a sustainable location, where one car per property would work. Whilst objections have stated that overspill on street parking is undesirable or potentially dangerous, on street parking is not restricted in the area, and therefore overspill parking could park on the roads. By allowing the dropped curb of No.31 Station Road, this is likely to restrict parking directly in front of these properties which would be beneficial.

- 4.6 In terms of the intensification of the use of the lane as access, at least 4 vehicles can currently park on the rear of the site or in the garage as accessed by the lane (which also acts as a footpath). This proposed development would restrict the number of vehicles parking in this area to 3 vehicles which would be a net reduction in vehicle parking spaces and thus likely vehicle movements. Additionally the proposal includes widening the width of the access which would ensure that pedestrian and vehicles have sufficient space to manoeuvre. Therefore the proposal would not result in sufficient change over the current number and type of vehicle movements and would widen the access to allow for improved pedestrian and vehicular crossing.
- 4.7 Other issues to consider are the design of the structure, and the quality of amenity provided for future residents. The external appearance of the proposed dwelling is a typical two storey suburban dwelling which would be constructed in traditional building methods. The building line of 81 and 81A Potters Drive would be continued, and whilst the plot is a subdivided garden, it has been shown that there is sufficient space to provide adequate gardens and not cause undue amenity loss to neighbours. Therefore the proposal is considered to be of an acceptable appearance. The infill will not break up the gap between the pair of Victorian cottages (31/33 Station Road) and the larger house (29 Station Road) which date back to when there had been a railway in the area. Therefore the character of the street scene as viewed from Station Road would remain relatively unchanged.
- 4.8 The internal layout is acceptable with all rooms having an acceptable outlook but not being overlooked to an extent which would be considered to have limited privacy. The rear garden would be relatively private and the front garden could be landscaped to ensure acceptable vehicular visibility, but also have a positive visual appearance. The proposed dwelling would have a floor area of 65m² which is 5m² under the size specified for a 2 bedroomed 3 person property in Governments guidance as set out in Technical housing standards – nationally described space standard. However the property includes built in storage space, would have room for an outside store, and both bedrooms are compliant with the Technical Housing Standards, in this instance it is considered justified to accept the form of development as it as addressed the reasons of refusal for the previous application.
- 4.9 As the development is for a single dwelling, no additional contributions would or could be required to be made by the developer for instance for affordable housing or infrastructure provision. The dwelling would be a windfall development which contributes (in a minor way) to the councils housing provision.

5 RECOMMENDATION :-

- 5.1 Approve - subject to conditions as requested by highways, requiring boundary treatment details to be provided including the retention of the rear 2.4m wall, requiring cycle sheds to be provided, requiring the first floor rear bathroom

window and first floor smaller window to be obscure glazed, removing permitted development rights and restricting hours of construction.



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 Ordnance Survey 100018547

Great Yarmouth Borough Council

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

06114/01681F
 31 Station Road

Mapping Browser Export

1:1,250

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Elaine Helsdon

From: Martin & Denise Collins
Sent: 30 July 2017 13:26
To: Jack Ibbotson
Cc: plan; hoptonparishclerk@hotmail.com
Subject: Re: Objections to proposal 06/17/0168/F, 31-33 Station Road (R/O) Hopton
Attachments: Parking 50_52 Station Road.png; Sat 50_52 Station Road.jpg

Good day,

Following our site visit with Mr. Ibbotson and reiterating our previous objections, we have considered the above revised drawing and strongly object to this revised application for the following reasons:

1. Overlooking & loss of privacy. The property still overlooks our property and in difference to any existing properties has a direct line of sight into both our lower and upper living spaces. It also overlooks into our garden more than any existing property. Both points leading to a loss of our presently enjoyed amenities & privacy. Previously described as "angled slightly away", it is in fact only 3 to 4 degrees different from existing property angles and therefore negligible. Other residents, particularly 29 Station Road, are similarly affected with regard to overlooking & loss of privacy.

2. Lack of parking.

a) Only 4 spaces for 3 properties.

b) Also, if this application is NOT taken in isolation and we consider the surrounding area - two new properties were recently constructed on the south side of Station Road opposite the Turnstone public house, numbers 50 & 52. These two properties appear to have been built with NO parking provisions at all**. These two houses, the nearby busy shop, post office, and public house together with the additional parking demands this new application brings at a narrow part of the main road already congested with two bus stops would mean at times, complete travel chaos for Hopton residents and visitors alike.

**Having consulted planning application 06/14/0404/F for 50 & 52 Station Road, decided on 4th August 2014, it would appear the properties were planned with parking provision at the rear of number 50. However, planning application 06/15/0337/F, decided on 28th August 2015, allowed the on-site parking provision to be removed. This decision to remove the on-site parking in 2015 now has considerable impact on the application for 31-33 Station Road as it is extremely probable that application 06/15/0337/F was granted with no objections in the full knowledge that

31-33 Station Road had considerable off-road parking space at the rear, space that is now planned to be removed.

c) The applicant or one of his agents, a person unknown to us, already, unwittingly, acknowledges the parking problems now, before the proposed additional property is even built. Whoever he is owns a blue Mercedes, registration ending in WUY and he repeatedly parks outside our house on Potters Drive (83) and walks through the passageway to the two railway cottages, carrying radiators and other supplies (we have photographic evidence). Despite it being on a dangerous bend in Potters Drive he is quite entitled to park there, free of double yellow lines, he is committing no crime. But it clearly displays the present problems he has in finding a parking space and the parking displacement that will occur if this application is granted, unfairly to the residents of neighbouring areas.

3. Public safety.

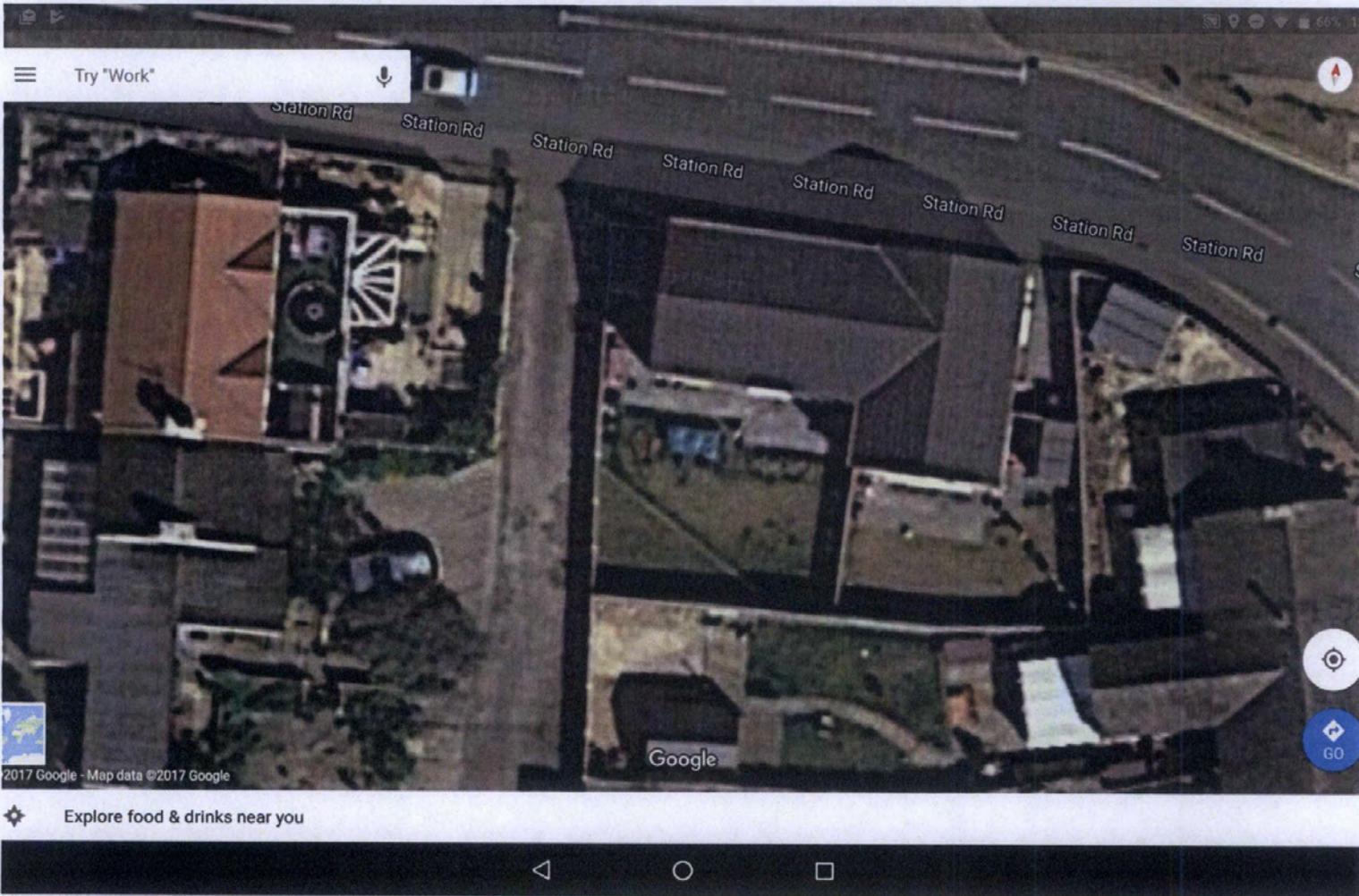
a) The egress site line is dangerous to oncoming traffic & pedestrians in both directions, with additional parking from properties on Station Road, again at a narrow part of the main road already congested with two bus stops.

b) In significant difference to the present arrangements, the proposed design dictates a need for vehicles, in order to park in the allotted spaces, to reverse into or out of the public passageway where pedestrians will be walking unprotected. Reversing out of the parking spaces would be more dangerous to pedestrians than reversing in, particularly if line of sight is obscured and there is no guarantee the drivers would choose the safest option. Worse the tandem parking proposal may cause complete congestion if the blocked in car needs to leave and the other car has to move into the passageway for that to happen. Initial plans may allow for provision of line of sight from the parking spaces, with suitable landscaping, but that would not be enforceable over a period of time. If a new owner decided they wanted more privacy and planted a 6ft hedge then they could, no matter how unsafe. The present 6ft hedge on the border of 81a already obscures pedestrians leaving the passageway from vehicles and this proposed development will only make it more dangerous.

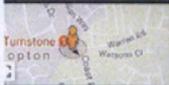
c) The present surface of the passageway dictates that vehicles have to drive slowly to avoid damage to their vehicles, which increases pedestrian safety. There is sufficient space for pedestrians to stand clear as a slow moving vehicle passes. If this passageway is resurfaced to a high speed surface then this will decrease pedestrian safety. Speed bumps are not suitable for pedestrian areas and a high speed surface would dictate a clear requirement for pedestrian and vehicle separation
- none exists on the proposed plans.

4. Garden Grabbing. There is a significant reduction to the garden of number 31. This reduces amenity space.

The architects supplied drawings have throughout excluded our property from the plans. You could argue this was done on purpose to give our objections less significance to those reviewing the application remotely
- it is at least how we have been made to feel. We purposefully had to make quite some fuss and upset some parties before we finally felt listened to and therefore, mission accomplished, now fully apologise for any upset caused.



48 Station Rd
Wotton, England
Street View - Aug 2015



Google



25 JUL 2017

Customer Services



MR & MRS R. WATTS

"STATION HOUSE"

29, STATION ROAD

HOPTON-ON-SEA NR31-9BH

21ST JULY 2017.

PLANNING APPLICATION 06/17/0168/F.
TO PLANNING SERVICES.

AMENDED PLAN FOR DRIVE BETWEEN 29 & 31 STATION RD

WE WERE DISTURBED TO READ, THAT MR HOWKINS - WISHES TO TAKE THE GRASS - VERGE AWAY, DOWN THE DRIVE, IT'S USED A LOT, BY PEDESTRIANS, WHEN CAR'S ARE IN THE DRIVE.

WE CUT THE GRASS REGULARLY, AND PICK UP ALL LITTER, IN THE DRIVE.

SURELY THE GRASS - VERGE, COMES - UNDER HEATH & SAFETY, AND NOT TO BE TURNED INTO, A MUDDY AREA.

RAILWAY - COTTAGE 31, IS LOSING MOST OF ITS BACK GARDEN, FOR A CAR - PARK, NOW WE READ, ITS LOSING ITS FRONT - GARDEN ALSO, FOR A CAR - PARK !!

TWO NICE GARGES, ARE STANDING, AND A GOOD TURNING AREA, FOR AT LEAST, 4 CARS AWAY FROM PEDESTRIANS AND SCHOOL - CHILDREN, SURELY THIS MUST COUNT, FOR SOMETHING.

A WATER STOP - COCK, IS ON THE GRASS VERGE FOR HOUSE 31, JUST WHERE A CAR, WOULD DRIVE - OVER IT, FOR THE FRONT - GARDEN TO PARK.

YOURS FAITHFULLY

S

Elaine Helsdon

From: D J Kenn
Sent: 16 July 2017 20:50
To: plan
Cc: Hopton Parish Council
Subject: Response to Planning app 06/17/0168/F
Attachments: Response to GYBC 16 July.docx

Dear Sir / Madam

Please find attached a letter with reference to Planning Application 06/17/0168/F (revised plans)

Regards

Mrs C L Kennedy



Virus-free. www.avg.com

46 Anglian Way
Hopton
Great Yarmouth
Norfolk
NR31 9DB
16th July 2017

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

Dear Sir/Madam

PLANNING APPLICATION

APPLICATION: 06/17/0168/F

PROPOSAL: Subdivision of gardens to form plot for detached 2 bedroom house (revised plans)

LOCATION: 31-33 Station Road (R/O) Hopton Great Yarmouth NR31 9BH

I have received your letter dated 11th July 2017 advising of amended plans for the above proposal.

If the council are so minded to approve this application I would request that you consider attaching a condition requiring a 1.8m boundary fence to match existing between the proposed site and 81a Potters Drive, Hopton (owing to the demolition of garages currently forming the boundary between the site and my property) at the applicants expense.

Yours Faithfully

C L Kennedy

cc. hoptonparishclerk@hotmail.com

S

46 Anglian Way
Hopton
Great Yarmouth
Norfolk
NR31 9DB
18th June 2017

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

Dear Sir/Madam

PLANNING APPLICATION

APPLICATION: 06/17/0168/F

PROPOSAL: Subdivision of gardens to form plot for detached 2 bedroom house (revised plans)

LOCATION: 31-33 Station Road (R/O) Hopton Great Yarmouth NR31 9BH

I have received your letter dated 12th June 2017 advising of amended plans for the above proposal. I feel it's necessary to reiterate comments that were made in the original response of 2nd May 2017.

Although I do not live at 81A Potters Drive at the moment, I would like to point out that I feel the proposal is unneighbourly owing to the close proximity to my property of the proposed development.

I note that only revised plans have been submitted which now makes the original written application completely inaccurate and this I feel must be drawn to the attention of the Planning Committee members.

After reading the application thoroughly I note that the agent has not been fully accurate with details submitted to the GYBC as this proposal would involve the demolition of 2 existing garages currently located on the proposed site.

Currently the north facing wall of the garages form the boundary with my property and I would like to know if the application is approved as to what the applicant will construct in its place, as I believe the garage wall should be replaced with a boundary fence (to match the existing) at the applicants expense.

Again, if the original written application still stands Section 10 of the application is not been completed truthfully as it asks questions about 'vehicle parking' currently and proposed. The application states this number would be increased from 2 to 3 – in fact the proposal would involve the demolition of 2 garages (2 spaces) and the removal of 4 parking spaces in front of the garages. No longer will there be any parking provisions for 31 and 33 Station Rd Hopton, whereas currently there are SIX places between the 2 properties (although the original application stated only 2). By the removal of off road parking provision for these 2 properties it will only make the parking situation on Station Rd far worse.

As for the car parking provisions for the proposed dwelling there is only **ONE** which does not meet NCC parking requirements of **TWO** off road parking spaces per two bed dwelling.

The site has already been subject to a recent (2013) planning application which was refused as an neighbourly form of development with difficult turning and parking of vehicles, as the Highways had concerns that a recommended visibility splay of 2.4m x 43m was not achievable owing to a large hedge on the adjoining site, however, this has now been relaxed by .4m (16 inches). However, I feel I must point out the location of 2 bus stops on Station Rd

could also affect visibility as well as vehicle parking along Station Rd owing to the close proximity of the local shop and Post Office.

Yours Faithfully

C L Kennedy

cc. hoptonparishclerk@hmail.com

S

Elaine Helsdon

From: Martin & Deni
Sent: 16 June 2017 12:50
To: Jack Ibbotson
Cc: plan; hoptonparishclerk@hotmail.com
Subject: Re: Objections to proposal 06/17/0168/F 31-33 Station Road (R/O) Hopton
Attachments: image1.jpg; image2.jpg; image3.jpg; image4.jpg; image5.jpg

Friday 16th June 2017

With reference to planning application 06/17/0168/F, 31-33 Station Road (R/O) Hopton GREAT YARMOUTH NR31 9BH.

Thank you for your letter received today (16th June) dated 12th June 2017 informing us of the amended planning application referenced above and dated 6th June 2017 and requiring comments by the 26th June. It is stated that there is a limited time scale within which the LPA must deal with the matter but we have to put forward that only allowing ten days, particularly at this time of year when people are going away on their holidays, is quite clearly unreasonable and appears to be in favour of the applicant. The amended plans now increases the radius and number of households that may be affected and it would be a reasonable action to decline the original application and force the applicant to re-submit.

The amended plans make no difference to our main objection which is, overall, our loss of privacy and light. To demonstrate this more clearly I have attached some photos as all the plan drawings exclude our house altogether, which for a person reviewing this application remotely in an office, means they do not have sufficient information for our best interests. You can see from the photos that our garden & patio are currently overlooked by 81a Potters Drive, but it does not overlook directly into our house. When we purchased our house in January two conifer trees ensured patio privacy from 81a but in the interest of public safety we have had to clear the garden as the roots were damaging the wall which runs alongside a public footpath. The wall has been repaired and we intend to shortly re-instate this previous privacy with something that has less substantial roots and planted further away from the wall. If the proposed dwelling is built it will not only overlook our garden & patio but it will, unlike 81a Potters Drive, also overlook directly into our house, through into our patio doors & living space, our kitchen window and into our two rear upstairs bedrooms. The only way we could guarantee the privacy we currently enjoy would be to plant substantial trees in the form of 40ft monsters along the rest of the wall, losing a substantial area of our garden and whose roots would damage the wall again. It would be so unreasonable to do this that we would be forced to put the house up for sale and move.

When Stuart French states that creating vehicle access to the front of the existing properties would remove one space of on street parking provision I assumes he means one space for each house? It is quite clear that two spaces of parking would be lost. Stuart French seems to suggest that the existing properties could have one space at the rear and one at the front, but the amended plans only provide for one space for each property at the front removing the ones at the rear. Also the new property now only provisions one space whereas two are required. It is true that there is no right to parking on the highway but the following should be considered:

1. It is a busy area for parking with the shop and public house. The parking displacement could create serious public safety in that narrow road area with the bus stop opposite. Parking for the shop is very difficult already with large volumes of customers.
2. A vehicle in each of the proposed front driveways would actually entirely block visibility one way for either driver, particularly if the vehicles are reversing out (reversing out of drives is dangerous and people shouldn't do it but they do). The pathway outside the existing properties is very narrow and quite busy, forcing persons to stop and wait whilst someone else passes. People parking for the shop will park as close as they can to each entrance without blocking the drive. This would actually reduce visibility from the accesses not maintain it.
3. A year or two ago two houses were built opposite the shop that seem to have no parking provision at all and this application further compounds parking problems in this area needlessly.

Overall this application includes plans for an accident waiting to happen not to mention the effect it will have on the community as a whole and direct neighbours.

Below is the text of our original objection, amended to reflect the amended application:

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

1. Overlooking, overshadowing & loss of privacy.

a) The proposed building would overlook & overshadow our property to our rear and lead to an additional unacceptable loss of our privacy. Three conifer trees gave us privacy from the adjacent building to the north of the proposal, but we have had to (in the interest of public safety to users of the footpath), remove these as they were damaging the wall on our eastern boundary. Once we have also removed the stumps/roots & repaired the wall we intend to replace this small privacy border with something else. However if the proposed building goes ahead, we will be forced to install a privacy border along the entire eastern perimeter and some of the southern perimeter of our property at great personal expense and risk of further damage to the wall.

b) A simple arc of distance reveals that the proposed property would be closer to our boundary than any of the other existing properties on that side which is unreasonable considering the existing properties are already rather close.

2. Over-Development & Garden Grabbing.

a) The proposed building would make the area appear over-developed for the space available. Also this appears to be "garden-grabbing" a practice we believe is frowned upon by national planning guidelines as gardens are no longer considered as brownfield sites?

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

a) The 1 parking bay is insufficient for the property and makes no allowance for a two-car family, visitors and deliveries, all of whom would no doubt park outside of the bay and block access for vehicles and pedestrians alike. The only alternative will be for vehicles to park on Station Road (and two of those spaces are planned to be lost) and/or the bend on Potters Drive and walk through, blocking those areas for existing road users and residents. This already happens a little for the properties adjacent to the footpath to the east of my property and therefore it will clearly increase.

b) The proposed plans rely on monopolising the existing access way for reversing and turning of vehicles with no allowance for pedestrian safety - for instance a pathway with safety barrier. The proposed plans also do not appear to allow sufficient space for reversing & turning a standard size vehicle? Parking, turning & reversing space should be constrained within the land that the developer owns. There is a real

danger of vehicles attempting to reverse out into the busy Station Road. There is also no limit to the size of the vehicle that could be parked in these bays that will be attempting to reverse and turn.

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

d) Further to pedestrian safety being a major factor; The access way is used by the entire village either side of Station Road, particularly cyclists and children. From the south: it gives access to the playing field and the foot & cycle paths to Gorleston; From the north: it gives access to the school, shops, pub, beach and the rest of the village. The plans proposed do not include a footpath with a safety barrier and these would be particularly necessary with any reversing & turning of vehicles. If the access way has tarmac laid then vehicles may enter the access way at some speed into a blind corner and injury or fatality of a pedestrian or cyclist is likely. The access way is not wide enough to support a pathway with barrier together with a road for vehicles.

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

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

a) The design of the building appears to be completely out of character with the existing properties - in particular the design of the front porch and that the front aspect appears to be totally covered in cladding. No other nearby buildings are cladded or have that design.

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

5. Noise & disturbance.

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

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

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

6. Other

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

b) We only moved to this house at the beginning of January 2017. We paid a significant amount of money for local searches which mentioned nothing of the previous planning attempt at this location. Obviously this new planning application was after we moved and would not have shown. We may have to consider our legal position depending on the outcome.

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











S

Elaine Helsdon

From: Hopton Parish Council <hoptonparishclerk@hotmail.com>
Sent: 16 June 2017 10:22
To: plan
Subject: 06/17/0168/F Sub-division of gardens to form plot for detached 2 bedroom house
31/33 Station Road Hopton on Sea

Hello Planning

The Parish Council has reviewed the revised drawings relating to the above, and it does not appear to address any of the previous concerns raised by the Council.

There are only 3 parking spaces shown on the plan which does not accord to NCC parking policy (see letter from Stuart French of Highways Development). There are currently 6 parking spaces, including the two garages, for two houses.

Properties 31 and 33 Station Road now have front drives access/exit from 3 locations. Considering the traffic flow and proximity of the layby this seems more hazardous.

The Parish Council's objection to this application still stands.

Regards

Julie McNair

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

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

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Internet Consultees

S

Application Reference Attachments

Invalid Consultee Comment?

Copy to existing Consultee?

Name

Address

Post Code

Telephone

Email Address

For or Against

Speak at Committee

Further to our objections previously made against this proposal in 2013, we would like to reiterate that we still object to this on the basis of:
* reduced privacy for our property.
* comments made by our neighbours in opposition to this, with which we fully agree, in documents submitted to the council.

Date Entered

Internet Reference

S

46 Anglian Way
Hopton
Great Yarmouth
Norfolk
NR31 9DB
2nd May 2017

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

Great Yarmouth Borough Council
- 5 MAY 2017
Customer Services

GREAT YARMOUTH
PLANNING
05 MAY 2017
DEPARTMENT
BOROUGH COUNCIL

Dear Sir/Madam

PLANNING APPLICATION

APPLICATION: 06/17/0168/F

PROPOSAL: Subdivision of gardens to form plot for detached 2 bedroom house

LOCATION: 31-33 Station Road (R/O) Hopton Great Yarmouth NR31 9BH

I have received a letter as the owner of 81A Potters Drive, Hopton with regards to the above application. Although I do not live at 81A Potters Drive at the moment, I would like to point out that I feel the proposal is un neighbourly owing to the close proximity to my property and that my private rear garden would be overlooked from the upstairs windows of the proposed development.

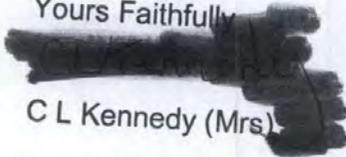
After reading the application thoroughly I note that the agent has not been fully accurate with details submitted to the GYBC as this proposal would involve the demolition of 2 existing garages currently located on the proposed site.

Currently the north facing wall of the garages form the boundary with my property and I would like to know if the application is approved as to what the applicant will construct in its place, as I believe the garage wall should be replaced with a boundary fence (to match the existing fence) at the applicants expense.

However, Section 10 of the application is not been completed truthfully as it asks questions about 'vehicle parking' currently and proposed. The application states this number would be increased from 2 to 3 - in fact as already stated the proposal would involve the demolition of 2 garages (2 spaces) and the removal of 4 parking spaces in front of the garages. Therefore, the number of parking spaces would be reduced from 6 to 3, not increased.

The site has already been subject to a recent (2013) planning application which was refused as un neighbourly form of development with difficult turning and parking of vehicles, as the Highways had concerns that a recommended visibility splay of 2.4m x 43m was not achievable owing to a large hedge on the adjoining site, however, this has now been relaxed by .4m (16 inches). However, I feel I must point out the location of 2 bus stops on Station Rd could also affect visibility as well as vehicle parking along Station Rd owing to the close proximity of the local shop and Post Office.

Yours Faithfully



C L Kennedy (Mrs)

cc. hoptonparishclerk@hotmail.com

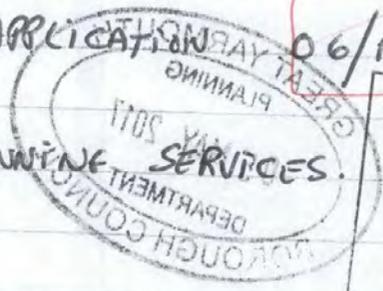
PLANNING APPLICATION 06/17/0168/F

MR & MRS R. WATTS
STATION HOUSE

29, STATION ROAD
HORTON ON SEA

NR 31.9BH

3rd May 2017



Great Yarmouth Borough Council
- 5 MAY 2017
Customer Services

WE WERE, SOMEWHAT SURPRISED, TO BE MADE AWARE OF, A SECOND APPLICATION, FOR A TWO BEDROOM HOUSE, TO BE SITUATED BEHIND, 31 & 33 STATION ROAD HORTON. THE FIRST APPLICATION REF. 06/13/0071/F dated 25-2-2013. WE WROTE TO YOU, OBJECTING, TO THAT APPLICATION, AND - IN OUR-VIEW, OUR OBJECTIONS, ARE STILL VALID.

STATION ROAD, IS A VERY BUSY ROAD, LEADING TO "HAVEN HOLIDAY RESORT" AND TO "POTTERS HOLIDAY COMPLEX". THERE ARE TWO BUS-STOPS, AND A POST-OFFICE AND SHOP, ALL WITHIN - METRES, OF THE DRIVE - ENTRANCE.

AT PRESENT, 31 & 33 STATION-ROAD, HAVE A GARAGE EACH, AND ADEQUATE-SPACE, FOR TURNING, IN FRONT, OF THE GARAGES. IF THIS HOUSE, IS BUILT, THIS AREA, WOULD ALL GO, AS WOULD MOST, OF THE BACK GARDENS, TO THESE HOUSES, 31 & 33.

MOST-FAMILIES, HAVE MORE THAN, ONE CAR, THESE DAYS, AND THERE WOULD BE, NO SPACE, FOR TURNING-ROUND, AND WITH THE-DRIVEWAY ALSO, A PEDESTRIAN - LINK, FROM POTTERS DRIVE.

WITH-INADEQUATE, TURNING-FACILITIES, ANY EXTRA - CARS, WOULD BE - PARKED, ON STATION ROAD.

IN THE FORTY-YEARS, WE HAVE LIVED, IN STATION-HOUSE, WE HAVE, ALWAYS REVERED, OUR CAR, UP THE DRIVE, TO OUR-GARAGE. WE CANNOT SEE, OTHER YOUNGER-FAMILIES, DOING THIS WITH THEIR-CARS.

THE NEW-PROPOSED - HOUSE, WOULD BE CROWDED IN, THUS TAKING THE HISTORY, OF THE RAILWAY-WORKERS-COTTAGES AWAY FOR EVER!

Yours Faithfully

S

Jill K. Smith

From: Hopton Parish Council <hoptonparishclerk@hotmail.com>
Sent: 04 May 2017 11:28
To: plan
Cc: Carl Annison Borough Councillor; Andy Grant; Sue Hacon B.C. Hopton
Subject: 06/17/0168/F Objection by Hopton on Sea Parish Council

Hello Planning (copy Hopton's Borough Councillors)

The Parish Council objects to the following application and recommends refusal on the grounds stated below.

Hopton-on-Sea Parish Council
Planning Application 06/17/0168/F

Recommend REFUSAL – grounds:

1. Over development of back land site.
2. Not meeting NCC parking standards of TWO off road parking spaces per two bed dwelling; shortfall of THREE parking spaces.
3. Insufficient room to manoeuvre vehicles in and out of all allocated parking spaces crossing the public footpath between Potters Drive and Station Road.
4. Extra vehicle movements on to Station Road, sight line exiting on to road inadequate, vehicle has to be across footway to ensure visibility in both directions.
5. Demolition of garage will compromise shared boundary between site and 12 St Clements Mews; will cause overlooking from new property causing loss of amenity.

Regards

Julie McNair

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

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

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Elaine Helsdon

S

From: Jack Ibbotson
Sent: 02 May 2017 14:53
To: Martin & Denise Collins
Cc: plan
Subject: RE: Objections to proposal 06/17/0168/F, 31-33 Station Road (R/O) Hopton

Hi Martin & Denise,

Thanks for forwarding this email.

My colleague will upload this comment to the website and I will assess the application taking into account your points, which having read briefly, are material planning matters.

Kind regards

Jack Ibbotson

-----Original Message-----

From: Martin & Denise Collins [mailto:~~family@collins-email.co.uk~~]
Sent: 02 May 2017 14:43
To: Jack Ibbotson
Cc: plan
Subject: Objections to proposal 06/17/0168/F, 31-33 Station Road (R/O) Hopton

Dear Mr Ibbotson,

Please find below our detailed objections to the proposed plans.

Just to note that your contact details from the link on the proposal gives an incorrect email address for you of ji@great-yarmouth.gov.uk (see here: <http://planning.great-yarmouth.gov.uk/OcellaWeb/officerDetails?officer=JI>).

Thanks & best regards,

Martin & Denise Collins

83 Potters Drive, Hopton, NR31 9RH.

~~07516 155769 01502 731254~~

With reference to planning application 06/17/0168/F, 31-33 Station Road (R/O) Hopton GREAT YARMOUTH NR31 9BH.

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

1. Overlooking. overshadowing & loss of privacy.

a) The proposed building would overlook & overshadow our property to our rear and lead to an additional unacceptable loss of our privacy.
Three conifer trees gave us privacy from the adjacent building to the north of the proposal, but we have had to (in the interest of public safety to users of the footpath), remove these as they were damaging the wall on our eastern

boundary. Once we have also removed the stumps/roots & repaired the wall we intend to replace this small privacy border with something else. However if the proposed building goes ahead, we will be forced to install a privacy border along the entire eastern perimeter and some of the southern perimeter of our property at great personal expense and risk of further damage to the wall.

b) A simple arc of distance reveals that the proposed property would be closer to our boundary than any of the other existing properties on that side which is unreasonable considering the existing properties are already rather close.

c) The developer is obviously concerned about overlooking from his own perspective and the negative impact that has, as the plans for the proposed building have no upstairs windows on the southern aspect which means his own properties will not be overlooked. The properties he doesn't own on every other aspect are going to be overlooked.

2. Over-Development & Garden Grabbing.

a) The proposed building would make the area appear over-developed for the space available. Also this appears to be "garden-grabbing" a practice we believe is frowned upon by national planning guidelines as gardens are no longer considered as brownfield sites?

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

a) The 3 parking bays are insufficient for the properties and make no allowance for two-car families, visitors and deliveries, all of whom would no doubt park outside of the bays and block access for vehicles and pedestrians alike. The only alternative will be for vehicles to park on Station Road and/or the bend on Potters Drive and walk through, blocking those areas for existing road users and residents. This already happens a little for the properties adjacent to the footpath to the east of my property and therefore it will clearly increase.

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

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

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a) The design of the building appears to be completely out of character with the existing properties - in particular the design of the front porch and that the front aspect appears to be totally covered in cladding. No other nearby buildings are cladded or have that design.

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

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

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6. Other

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

b) We only moved to this house at the beginning of January 2017. We paid a significant amount of money for local searches which mentioned nothing of the previous planning attempt at this location. Obviously this new planning application was after we moved and would not have shown. We may have to consider our legal position depending on the outcome.

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However the heavy machinery and vehicles needing access during the execution is an even more serious safety concern to pedestrians than when it is built. Further the noise & disturbance during execution of the proposal will affect my employment as I frequently work night shifts. We purposely chose this area to move to because it had clearly already been fully developed to avoid such noise & disturbance.

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

Your Ref: 06/17/0168/F
Date: 31 July 2017

My Ref: 9/6/17/0168
Tel No.: 01603 638070
Email: stuart.french@norfolk.gov.uk

Dear Jack

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

I refer to the revised plan, drg No.1171/1 Rev C., which has been submitted for consultation.

I am aware of the iterations that the proposals have gone through and that there is a reduction in parking provision resulting from the the proposals. Whilst there could be possible displacement of parking, although the widening of the private track may reduce this, I also have to be minded that Hopton does have a good range of local services (shops, doctors, schooling, etc), a regular bus service and cycle links into Gorleston, all of which may help to reduce the reliance on the private motor vehicle as a primary mode of transport.

In terms of the access it is noted that a minimum of 4.2 metres can be maintained and that the parking has been set back which will assist turning movements. The private access track is also shown as being widened which provides additional shared space for vehicle/pedestrian interaction on the private footpath link between Station Road and Potters Drive.

Therefore on balance, having given due consideration to the proposals and national policy I do not consider I could sustain an objection on highway grounds to the proposals as now submitted.

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

Continued/...

SHC 08 Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan (drawing number 1171/1 RevC) in accordance with the highway specification (Dwg. No. TRAD 1) attached. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

SHC 10 Prior to the commencement of the use hereby permitted the vehicular access (indicated for improvement on drawing number 1171/1 Rev C) shall be widened to a minimum width of 7 metres and provided in accordance with the Norfolk County Council residential access construction specification for the first 5 metres as measured back from the near channel edge of the adjacent carriageway. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

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

SHC 11V Notwithstanding the submitted details unless otherwise agreed in writing by the Local Planning Authority the proposed private drive shall be maintained in perpetuity at a minimum width of 4.2 metres for for a minimum length of 10 metres as measured from the near edge of the highway carriageway.

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

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

Reason: In the interests of highway safety.

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

Reason: In the interests of highway safety.

Continued/...

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

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

Inf. 2 This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Management and Operations Team on 0344 800 8020.

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

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

Yours sincerely

Stuart French

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

Encl

Jill K. Smith

From: Hopton Parish Council <hoptonparishclerk@hotmail.com>
Sent: 18 July 2017 11:57
To: plan
Subject: 06/17/0168/F Subdivision of gardens to form plot for detached two bedroom house 31/33 Station Road Hopton-on-Sea

Hello Planning

The Parish Council has considered the above revised drawing and **strongly objects** to this revised application as there is lack of parking i.e. only 4 spaces for 3 properties (including a 3 bedroom property that requires 2 parking spaces). There is a reduction to the garden of number 31. This reduces amenity space. The egress site line is dangerous to oncoming traffic in both directions, with additional parking from a property on Station Road.

Regards

Julie McNair

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

Office at the Village Hall Station Road Hopton on Sea NR31 9BE open Mon, Tues, Thurs, Fri 9.30am to 1.30pm

Tel: 01502 730768 Website <http://hopton-on-sea-parish-council.norfolkparishes.gov.uk/>

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