

**Reference:** 06/17/0654/F

**Parish:** Hopton  
**Officer:** Mr J Ibbotson  
**Expiry Date:** 06/04/2018

**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 Previously application reference 06/17/0168/F was presented at committee and members voted to refuse the application. However, during the debate the issue of the ownership of the parking at the front of the site was raised and following clarification after the committee meeting it became apparent that the land was not owned by the Highways Authority, nor the applicant. A land registry check was made and a third party owns the land. This means that the application was not valid as the correct notice on land owners, and relevant ownership certificate in the application form had not been submitted. Therefore as the application was not a valid application a decision could not be issued.
- 1.2 The applicant has now submitted a similar scheme which has some differences. As the scheme is materially different the application is to be presented at committee again. As part of this application the access road owners have been notified by the applicants stating that they seek planning permission on this land, and the redline area of the application shows the application site and access to the public highway.
- 1.3 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.
- 1.4 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. This public right of way is not owned by GYBC or NCC and is in the ownership of a third party.

- 1.5 The land had been subject to a previous planning application prior to application 06/17/0168/F. This previous application (06/13/0071/F) 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.
- 1.6 *"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."*
- 1.7 The reason given in the August 2017 Committee meeting minutes to refuse the application was that Members felt it was over-development of the site and was contrary to criteria (A), (C) & (E) of Policy HOU7 of the Great Yarmouth Borough Wide Local Plan.
- 1.8 The applicant had previously implemented changes to the design based on certain issues raised in application refusal ref.06/13/0071/F as part of the submission 06/17/0168/F. They have now also taken account of some of the issues raised during the committee meeting for this later application and also in the letters of objection to application.
- 1.9 Proposal - Planning permission is sought in this instance for the erection of a two-storey, two bedroom 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.

- 1.10 This planning application has taken into account some of the concerns of neighbours and the reasons for refusal of the previous planning applications. The set back of the rear elevation in relation to 81b Potters Drive which had been the basis of refusal of application 06/13/0071/F is addressed by this application.
- 1.11 The front and rear elevation are broadly in line with the neighbouring property to the north, 81b Potters Drive. The first floor layout allows 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.
- 1.12 The development would have a single bedroom on the front of the building with one first floor window in the front elevation. This differs from the previous application in that there had been two first floor windows, the smaller of which had proposed to be obscured. The proposed first floor window would face the same direction as the first-floor windows of 81 and 81b Potters Drive and would to an extent overlook the gardens and property at 83 Potters Drive, and the garden of 29 Station Road. The rear brick wall of the garage will be retained to form the boundary treatment to the rear and form part of a storage shed.
- 1.13 The proposed dwelling is 0.5m deeper in length than that considered under application 06/17/0168/F. This now ensures that the overall floor area of this two-bedroom, two-storey dwelling complies with the space standards as set out in the Government's Technical housing standards – nationally described space standard (2015) of 70.4m<sup>2</sup>

## 2 Consultations :-

- 2.1 Highways – As this proposal does not alter the access and layout significantly NCC Highway's Officer earlier viewpoint, which had set 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. This is because 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 new access for the existing dwelling is unsafe; A visibility splay cannot be guaranteed due to the hedge falling within No.29's ownership; There is significant loss of amenity for No.31 Station Road caused by the new dwelling; No information is provided regarding the rear wall of the garage/boundary with 12 St Clements Mews; 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; who would be responsible for the maintenance of the private access.

- 2.3 Local residents – five letters of objection were received in regards to the proposal from three addresses. Two of the objections come from residents in neighbouring properties to the west of the application site, No.29 Station Road and No.83 Potters Drive, and one objection comes from a resident of Hopton. Copies of which are attached.
- 2.4 The main reasons for objection are that the proposal has poor access onto a busy road, insufficient parking, over development of the plot, loss of privacy at the properties opposite 29 Station Road and 83 Potters Drive, loss of gardens of the donor properties and detrimental impact upon the character of the area. It is stated that the proposal would result in unacceptable and dangerous vehicle movements on the public right of way and on Station Road itself, cause the loss of the garages and No.31 Station Road's garden, as well as the loss of a well-used grass verge. Other issues raised include construction disturbance, lack of clarity over the ownership of the access, loss of parking around the post office and shop through the installation of a dropped curb outside 31 Station Road.
- 2.5 The owners of 81a Potters Drive had previously stated with application 06/17/0168/F 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.
- 2.6 No Objections have been received from properties to the east of the site on St Clements Mews.
- 2.7 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 first refused application on this site (06/13/0071/F) by siting the dwelling in-line with the building line of the neighbouring dwelling No.81b Potters Drive, as well as window positioning. There are minor differences between the proposal and the most recent previous application which was minded for refusal prior to being found invalid and withdrawn (06/17/0168/F). Specifically, the scheme shows the retention of the rear and side walls of the garage and the siting of a garden shed. Additionally, one of the two windows in the front bedroom is to be removed in this scheme when compared to application 06/17/0168/F, finally the footprint is marginally larger ensuring compliance with the governments space standards.
- 4.2 This scheme gives additional detail showing how access, turning and parking would be provided and Norfolk County Council Highways do not object. The scheme put forward to the Planning Committee provides a new dwelling in a sustainable location.
- 4.3 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 first-floor room and window layout will not 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.

- 4.4 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 a single first floor window which would overlook the garden and rear windows of No.83 Potters Drive and No.29 Station Road. Whilst this would cause a degree of overlooking it is not considered sufficiently severe to warrant refusal. The first floor bedroom has an elevation facing 31/33 Station Road which could be used to re-position the first floor window, however this has not been changed as part of this application.
- 4.5 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 first floor window is approximately 20m away from No 83 Potters Drive. The first floor bedroom window 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. This application has reduced the number of windows in the front elevation from 2 in application 06/17/0168/F, to 1.no window in the first floor. On balance therefore the scheme is considered to be in compliance with policy HOU7 (E) of the Great Yarmouth Borough Wide Local Plan.
- 4.6 This 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.
- 4.7 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.
- 4.8 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.

- 4.9 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.
- 4.10 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 70.4m<sup>2</sup> which is 5m<sup>2</sup> larger than the previous application and would now meet the size specified for a 2 bedroomed 3 person property in Governments guidance as set out in Technical housing standards – nationally described space standard. The scheme also includes an outside store, and both bedrooms are compliant with the Technical Housing Standards, in this instance it is considered to be a good quality dwelling which accords with relevant standards.
- 4.11 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 site is within a sustainable location allocated for further appropriate development. The dwelling would be a windfall development which contributes (in a minor way) to the councils housing provision. Currently the Council cannot identify a 5 year housing land supply.

## **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.



Community and Environmental  
Services  
County Hall  
Martineau Lane  
Norwich  
NR1 2SG

NCC contact number: 0344 800 8020  
Text Relay - 18001 0344 800 8020

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

Your Ref: 06/17/0654/F  
Date: 13 March 2018

My Ref: 9/6/17/0654  
Tel No.: 01603 638070  
Email: stuart.french@norfolk.gov.uk

Dear Jack

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

Thank you for your recent notification of of revision to the above.

In highway terms I can confirm that I have no additional comment to my earlier response resulting from the amendments.

Yours sincerely

*Stuart French*

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



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

Your Ref: 06/17/0654/F  
Date: 31 October 2017

My Ref: 9/6/17/0654  
Tel No.: 01603 638070  
Email: [stuart.french@norfolk.gov.uk](mailto:stuart.french@norfolk.gov.uk)

Dear Jack

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

Thank you for your recent consultation with respect tot he above.

It is noted that this is a revised application, although it would appear there is not a significant change the proposals , and certainly not anything that would change my earlier view of this proposal.

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.

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

*Continued/...*

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 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.

- 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

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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.

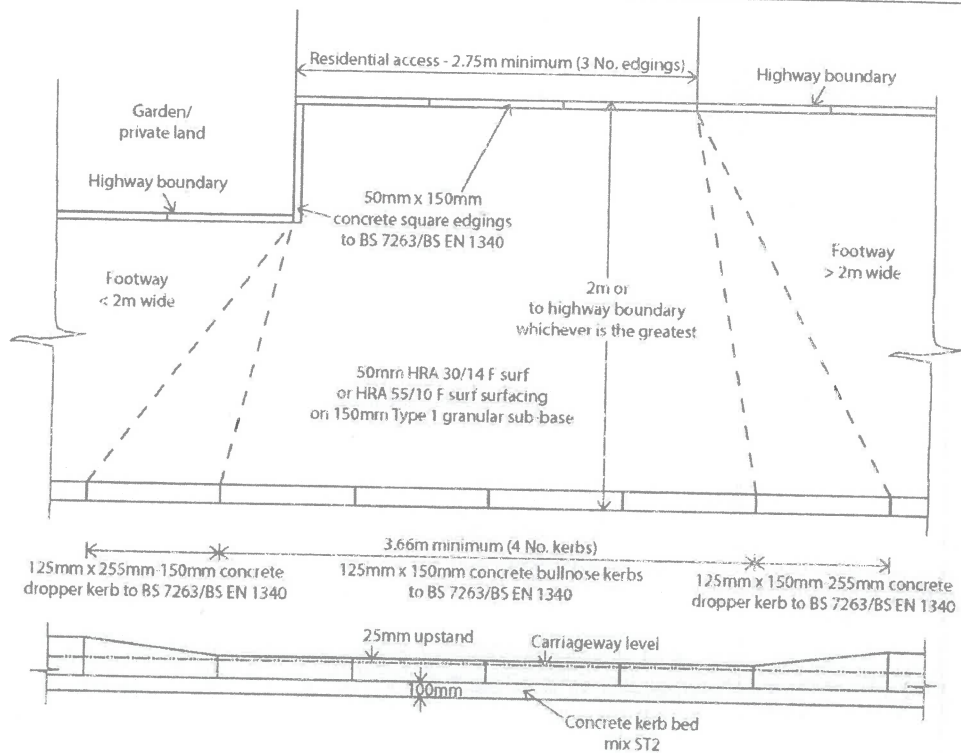
Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

Yours sincerely

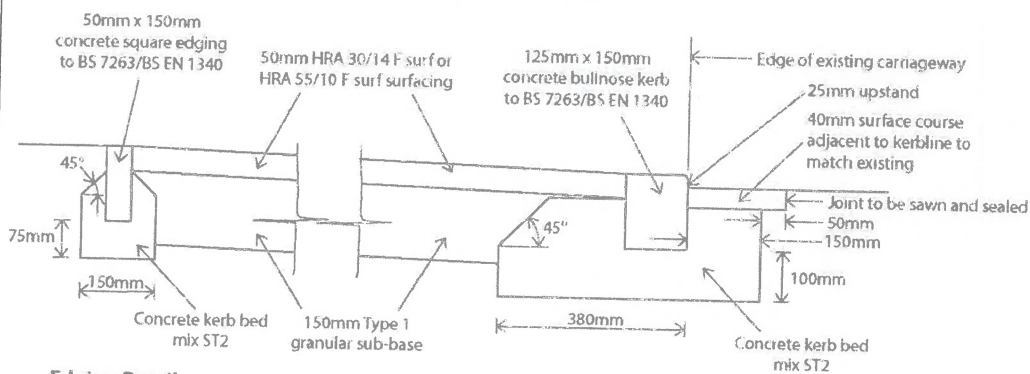
*Stuart French*

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

Encl



Plan + Elevation



Edging Detail

Dropped Kerb Detail

**Norfolk County Council**  
at your service

### Footway Crossing - Typical Residential Access Details

November 2011

Dwg No. TRAD 1

NTS

#### Notes:

Hot rolled asphalt (HRA) surface course references refer to specifications given in PD 6691:2010/BS 594987:2010.

Within conservation areas:-

1. Concrete conservation type kerbs and edgings shall be used in place of the standard BS 7263/BS EN 1340 kerbs and edgings.
2. 10mm/14mm clear resin coated gravel chippings shall be rolled into the surface of the HRA surfacing at a rate of 5.2kg/sq.m to give 50% shoulder to shoulder coverage.

**Jill K. Smith**

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**From:** Hopton Parish Council <hoptonparishclerk@hotmail.com>  
**Sent:** 13 March 2018 13:11  
**To:** plan  
**Cc:** Carl Annison Borough Councillor; Sue Hacon B.C. Hopton; Andy Grant  
**Subject:** 06/17/0654/F Sub division of gardens to form dwelling 31/33 Station Road Hopton on Sea

Hello Planning

The Parish Council has considered the revised drawing and application and still strongly object (as previously) on the grounds of lack of reasonable access and over-development of the site. All other objections, as stated for the previous application, remain.

We have asked our Borough Cllrs to refer this matter to the Development Control Committee. Please let us know when this application is scheduled to be heard by the DCC.

Regards

Julie

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**

**From:** Hopton Parish Council <hoptonparishclerk@hotmail.com>  
**Sent:** 03 November 2017 12:00  
**To:** plan  
**Subject:** 06/17/0654/F 31/33 Station Road Hopton on Sea Sub-division of gardens to form plot for detached 2 bedroom house

Hello Planning

Hopton-on-Sea Parish Council strongly objects to the above application. Reasons are stated below. We have asked our Borough Councillor Carl Annison to refer this matter to GYBC Development Control Committee, and await details of the hearing date in due course.

- An additional access / egress point is proposed on Station Road opposite a bus stop, adjacent to a second bus stop, adjacent to a busy General Store / Post Office, within metres of a public house and blind corner / T-junction
- Visibility splay cannot be guaranteed by the applicant or future owners since this could be impinged by existing hedging owned by No. 29
- There is significant reduction in amenity space for No. 31 contrary to the application supporting documentation
- There is still no detail on how the rearmost boundary with 12 St Clement Mews shall be handled once the garages are demolished which was discussed at length at the DCC meeting 9/8/17 Re: the previous application
- The application is mis-leading in that it claims that there are currently two parking spaces for the extant cottages at 31 and 33 and that additional parking space shall be created with four in total shared between the three properties. In fact there is already four spaces and two garages for use by 31 and 33 so a property is being added with the loss of two parking spaces
- There is the likelihood that vehicles parked in the new parking space provided in the front garden of No. 31 shall encroach onto the public footpath
- The Design & Access Statement is mis-leading as it states that the previous application was withdrawn due to an issue with the land ownership certificate. The previous application was refused by DCC for reasons other than this none of which have been addressed by the new application
- The latest application now includes the access drive as part of the site. If this has been purchased by the applicant what guarantees are there for continued maintenance in accordance with the conditions previously detailed by Highways, and if this is private land under new ownership shall access to the general public and future residents at 29, 31 and 33 be restricted?
- If this driveway is not owned by the applicant what right do they have to significantly alter it and does the legal owner become liable for its maintenance?

Regards

Julie

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/>



## Jack Ibbotson

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**From:** Martin & Denise Collins  
**Sent:** 22 March 2018 21:37  
**To:** Jack Ibbotson  
**Cc:** plan; Elaine Helsdon; Dean A. Minns; hoptonparishclerk@hotmail.com  
**Subject:** Yet another objection to 06/17/0654/F

Hello Mr. Ibbotson,

The website previously seemed to limit comments to 3,800 characters. I didn't even bother attempting to use it this time so please find my objections detailed below via email. Today 22nd March 2018, @ 2130.

#####

Objection to application 06/17/0654/F, 31-33 Station Road (R/O) Hopton GREAT YARMOUTH NR31 9BH.

To Whom It May Concern

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

1. Grave Public Safety Concerns.
2. Loss of residential amenities.
3. Over-Development & Garden Grabbing.
4. Out of Character Design, Poor Visual Impact & Negative Effect on the character of the neighbourhood.
5. Overlooking, overshadowing & residents loss of privacy.
6. Excessive Noise & disturbance.
7. Other.

Overall this is a selfish application that, if approved, would be at the detriment to the entire village and its' many residents. It would benefit no one other than the applicant. We should not allow one man's indulgence, who resides 20 miles away, to negatively affect the daily lives of honest, hard working residents who live in this fine, proud village. A village that has already sacrificed many acres of land to support hundreds of new house developments.

This application has gone on for far too long and the application itself is now starting to negatively affect the health and happiness of the surrounding residents. This application needs to be finalised for everybody's sake.

The elephant in the room remains. Does the applicant have permission from the land owner or not for this proposed development? We know he has notified the owner but that is as far as we know at this moment in time.

With this latest application the planning office has failed to place any physical public notices adjacent or near to the property. I am unsure how this latest application is allowed to go to a public meeting without the public being informed of the application revision at all? This is bad form by the planning office and implies some form of secrecy around it.

1. Grave Public Safety Concerns.

This narcissistic application, for the last 12 months and throughout it's many, many revisions, amendments, refusals & objections, has completely ignored all public safety concerns. Concerns that have never been addressed in any of the revisions of the plans. This is not a dead-end private lane where it wouldn't matter except to the applicant. This is a public right of way - a busy footpath used by adults, children, the elderly and cyclists of the village and visitors alike.

It is obviously entirely unsafe to be mixing pedestrians with vehicles on a high speed road surface, with no form of segregation whatsoever - particularly at the points where the track meets station road and where the track meets the already established solid footpath from Potters Drive. If the already established solid footpath from Potters Drive has segregation from vehicles then why should this new application, only 10 yards away and a continuation, be any different? The tandem parking proposal is so maddeningly stupid from a design perspective that it defies belief! Anyone, including myself, who has had to live with the "two car shuffle" when living with a single drive will know how stupid it would be to attempt this in a narrow lane used by pedestrians - which is what would have to happen at this planned development. For clarity, the two car shuffle, is where the front car needs the rear car to move before it can leave, but the rear car isn't leaving and needs to get back in when the front car has left!

Segregated pavement, railings, kerbs, bollards, barriers, speed bumps, additional lighting, etc. etc. These are all things the application should have been proposing for the access track but so selfishly has not.

In relation to the proposed parking bay in the front garden of 31 Station Road, it should be noted just how narrow the pavement is outside

31 & 33 Station Road. The recent snow and ice made me realise that it would be entirely unsafe to have a dropped kerb outside this property.

The narrow path would mean the angle of the pathway would be too great for people to walk on safely, particularly in icy conditions. Therefore a dropped kerb should be refused on public safety grounds, making this parking bay difficult and possibly dangerous for the residents of 31 Station Road to use.

The two beasts from the east has demonstrated the disdain the applicant shows the residents of Hopton. His temporary security fencing has blown over twice into the track - it's metal, heavy and it is lucky no one was walking past when it blew over. Hopton residents had to man handle it back into position, twice, as it was blocking the footpath. The plastic corrugated roofing at the rear of 31 Station Road has slowly been ripping itself to pieces in the winds, large chunks of it chasing residents down the track trying to maim them. No sign of any responsible owner for months.

It still appears that emergency vehicle access would be extremely limited. Should these plans not include a sprinkler system in case of fire like others that have strangely been approved lately?

## 2. Loss of residential amenities.

The parking bays are insufficient for the properties and make no allowance for 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 pedestrians, 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. However the plans include removing one of the parking bays on Station Road which is unacceptable in this already tight and congested area where at least half a dozen properties, including two new ones, on the corner of Station Road and Coast Road also have no parking space provision (there was in the planning stage, but were later removed by a building regulations application). The public amenities including the busy public house, shop and post office all need parking provision in order to survive and this development will be at their detriment and possible loss to the village.

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.

## 3. Over-Development & Garden Grabbing.

The proposed building would make the area appear over-developed for the space available, with the tight access and small space it is like trying to fit a square peg in a round hole. 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?

## 4. Out of Character Design, Poor Visual Impact & Negative Effect on the character of the neighbourhood.

The design of the building appears to be completely out of character with the existing properties in design and construction. The present arrangement of houses places a meaningful displacement between the new estate and the old cottages and old station masters house. Squeezing this new construction in so near to the older developments will appear extremely odd and out of character.

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. Overlooking, overshadowing & residents loss of privacy.

It is not very clear but the revised application seems to suggest the use of privacy glass in the upstairs, front bedroom window? This is clearly a ploy just to get it past the planning stage. Once built and signed off it will be easy to replace the privacy glass with clear glass and not break any rules or laws! No one will put up with privacy glass in a bedroom that's for sure. Would you? Therefore my previous concerns are still valid and detailed below:

The property overlooks and overshadows 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 4 degrees different from existing properties which is negligible. Other residents, particularly 29 Station Road, would be similarly affected.

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. The applicant, architect and planning office appear to have deliberately left our building out of any submitted plans as to include them would be at this applications detriment for anybody reviewing the plans.

#### 6. Excessive Noise & disturbance.

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, particularly at the peaceful rear of our property.

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.

#### 7. Other

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 demonstrated by the effects of the beasts from the east. Who will be responsible should an accident occur? Who will indemnify the residents who use this amenity? Who will compensate the residents for the disruption caused to our gas, water & sewage services that all run underneath this access way while the proposed development is being built?

All other previous objections to this application remain.

Regards,

Martin & Denise Collins  
22nd March 2018





**Elaine Helsdon**

**From:** Martin & Denise Collins  
**Sent:** 09 November 2017 17:21  
**To:** Jack Ibbotson  
**Cc:** plan; Elaine Helsdon; Dean A. Minns; hoptonparishclerk@hotmail.com  
**Subject:** Objection to 06/17/0654/F  
**Attachments:** 2017-11-09 14.50.14.jpg; 2017-11-09 14.50.06.jpg

Hello Mr. Ibbotson,

The website seems to limit comments to 3,800 characters so please find my objections detailed below via email. Today 9th November 2017 @ 17:18.

My Wife and I strongly object to application 06/17/0654/F predominantly on safety grounds, but additionally on privacy grounds and concerns with the application misleading the general public.

Whether by incompetence or intent the general public are being wholly misled by this new application, for the following reasons:

a) Conflict of dates by which comments are to be received by. You state on the GYBC website that comments are due by the 9th Nov 2017, yet the posters displayed on lamp posts state 14th Nov 2017. This may mean public comments submitted are wrongly discarded. You need to adjust to the later date.

b) There seems to be an intention to deceive the public about the previous application. The previous application was refused and although the applicant had full right to appeal this decision, instead it is stated that the previous application had been withdrawn for reasons that in no way match the reasons by which it was refused. None of the reasons for refusal have been addressed by this new application. The public have a right to know that this previous application was refused and the full reasons for this refusal which have never been distributed publicly in writing.

c) One of the reasons given for the previous applications "withdrawal" is stated as due to an "issue with the land ownership certificate relating to the existing roadway to the west of the site." The new application makes no further reference to the land ownership and instead seems to imply that the applicant now owns the roadway to the west of the site, which may or may not be true. It needs to be clearly stated whether or not the applicant actually owns the roadway or not as otherwise this application could be construed as deception. Section 25 of the application does not make it clear if the applicant owns the land or not, just that notice has been given to the owner.

d) The applicant is stated as Mr W Howkins 22 Blofield Road Brundall NORWICH NR13 5NN. Yet Mr. W Howkins (the son) has been nowhere near this proposed development. Instead Mr. I Howkins (the father) is a very frequent visitor to the proposed development as he keeps parking outside my house on Potters Drive. I have no issue with his parking outside my house as understandably it is extremely difficult for Mr. I Howkins to get his modest sized car into the roadway to the west of the proposed development as it is so narrow. What does concern me is the validity of this application and whether GYBC believe there is a duty to discuss the application with HMRC? Or is it because a previous application by Mr. I Howkins (2013) was refused? It is quite odd.

Whether you answer to the public or not the planning office is a public body and therefore it needs to conduct itself in an appropriate, professional manner. This application as it stands is wholly inappropriate and deceitful.

Duty of care

GYBC, the applicant & his agent have a duty of care to the general public. Yet it appears all of them have ignored this duty. Firstly where an application proposes to mix pedestrians with road traffic on a high speed road surface it is imperative that a formal risk assessment is conducted to ensure that the risks to public safety are acceptable and



minimised. The report of any formal risk assessment needs to be publicly available. No formal risk assessment has been conducted or proposed for this application and this is a failure by the planning office in particular, to ensure public safety. Secondly, due to the tight access of the roadway all parties should have ensured that an emergency services access inspection and report had been conducted beforehand. It appears to me that a fire engine, for example, would be unable to make the tight turn from the narrow main road (Station Road) into that tight passageway to west. This puts any future residents of the proposed development at an extreme, unnecessary risk for example, in case of a fire. It clearly puts the applicants potential profit over peoples lives.

Without the formal risk assessment and without the emergency services access report, this application is incomplete.

#### General objections

##### 1. Overlooking, overshadowing & loss of privacy.

a) The property overlooks and overshadows 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 4 degrees different from existing properties which is negligible. Other residents, particularly 29 Station Road, would be similarly affected.

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. The applicant, architect and planning office appear to have deliberately left our building out of any submitted plans as to include them would be at this applications detriment for anybody reviewing the plans.

##### 2. Over-Development & Garden Grabbing.

a) The proposed building would make the area appear over-developed for the space available, with the tight access and small space it is like trying to fit a square peg in a round hole. 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 parking bays are insufficient for the properties and make no allowance for 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 pedestrians, 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. However the plans include removing one of the parking bays on Station Road which is unacceptable in this already tight and congested area where at least

half a dozen properties, including two new ones, on the corner of Station Road and Coast Road also have no parking space provision. The public amenities including the busy public house, shop and post office all need parking provision in order to survive and this development will be at their detriment and possible loss to the village.

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. 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. There is simply not enough space for two cars to manoeuvre and turn at the same time and the tandem proposal is totally impractical. Initial plans may allow for provision of line of sight from the parking spaces to the pedestrian access to the north 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.

c) The properties to the east of mine and to the north of the proposed development have a roadway for cars AND a pathway for pedestrians. Why should 10 yards further south be any different which is what this development proposes? The resident in the property directly to the north of the proposed development (81a Potters Drive) finds it necessary to reverse his car from Potters Drive, along the provided roadway so he can park in his driveway head out as there is insufficient room to turn. This is what will happen with the proposed development as the roadway is narrower, yet without a pathway for pedestrians it becomes extremely dangerous.

d) 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 and right of way (20 plus years), 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?

e) 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.

f) 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 design and construction.

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 b 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 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.



Regards,

M. & Denise Collins

# GREAT YARMOUTH BOROUGH COUNCIL

## OFFICE OF APPLICATION FOR PLANNING PERMISSION

Urban and Country Planning (Development Management Procedure)

5

### NOTICE UNDER ARTICLE 15

Proposed development at:-

33 Station Road (R/O)

Wotton

GREAT YARMOUTH

NR31 9BH

Whereby give notice that:-

Mr W Howkins

2 Blofield Road

Wundall

WORWICH

CP13 5NN

Where applying to the Great Yarmouth Borough Council for planning permission to/for  
the division of gardens to form plot for detached 2 bedroom house - revised application  
Members of the public may inspect copies of

the application

at the office

of the Council and documents submitted with it

at the Planning and Development Department, Town Hall, Hall Plain, Great Yarmouth, during all  
working hours until 14th November 2017

Any person wishing to make representations about this application should write to the Council at  
Planning and Development Department by 14th November 2017 quoting the application reference

number. Any representations should be made in writing and in the event of an appeal against a refusal of planning permission, the Council will be able to take into account any representations made in writing. Any representations made orally will be sent to the Secretary of State, and there will be no further consideration of them at appeal stage.

Date: 29th October 2017

Mr W Howkins  
22 Blofield Road  
Brundall  
NORWICH  
NR13 5NN

is/are applying to the Great Yarmouth Borough Council for planning per  
**Sub-division of gardens to form plot for detached 2 bedroom house**  
Members of the public may inspect copies of

of applications





Great Yarmouth Borough Council

16 MAR 2018

Customer Services

Mr and Mrs R Watts  
Station House  
29, Station Road  
Hopton on Sea  
NR31 9BH  
14<sup>th</sup> March 2018

PLANNING SERVICES, GT YARMOUTH BOROUGH COUNCIL  
PLANNING APPLICATION 06/17/0654/F

Dear Sir/Madam

We have lived at 29 Station Road for over 40 years and have never seen the traffic as bad as it is now! House numbers 29 to 33 lie between 2 bus stops and the new location of the post office in Mc Colls. It is extremely busy all the time! Cars block our driveway making it impossible to get out of our drive; we have always driven forward onto the road, but indiscriminate parking still render this very difficult.

Our daughters came to visit at the weekend; my daughter commented that she had to sit in her car for several minutes before there was a space in the traffic to dare open a car door to get out, never mind her having elderly parents and needing to safely get us into the car! By again waiting ages for a break in the traffic!

The plans for the new house show 2 car parking spaces, however the existing 2 cottages have a garage each and at least a further 2 standing spaces, along with a turning area. They will then be reduced to 1 car parking space! Most families have 2 cars these days which will mean additional cars parked on Station Road! The current situation is that numbers 31 and 33 have been completely refurbished, these cottages are part of Hopton on Sea's history, and they have a new brick wall outside each which will need to be knocked down to be replaced with a car in their front garden! This will reduce their amenities.

There is adequate parking and turning areas where the garages now stand. But if the new house is erected, there will be major problems over parking, and should be borne in mind that this end of Hopton is very busy and it is felt that the development control committee should pay a site visit during business hours to see for themselves.

The position of the proposed house is within the curtilage of the existing 2 cottages and therefore there will be a reduction in their rear garden. This appears to be backland development. Planning Policy DCAN 8: Housing in Existing Urban Areas states that in appropriate circumstances there is a potential to integrate new residential development to produce a high quality residential environment provided a number of important design principles are followed. It states that backland development on a plot of less than 80m is unlikely to be acceptable. The total depth of the combined new house and existing cottage plots is less than this. In addition the proposed design does not overcome any concerns of overlooking. The addition of the proposed property will also impede on the density of the existing area and have a detrimental effect on the enjoyment of the existing properties.

Incidentally, the railway line and station were west of number 29, the station master's house. Also the Parish Council have superimposed a pedestrian link from Potter Drive to Station Road, this is quite busy. Do vehicles and pedestrians mix?

Yours Faithfully

Roy and Janet Watts

Great Yarmouth  
Borough Council

16 MAR 2018

Deputy







Great Yarmouth Borough Council  
- 7 NOV 2017  
Customer Services

S  
MR & MRS R. WATTS  
29, STATION ROAD  
HOPTON GT-YARMOUTH  
NR31-9BH.

6<sup>th</sup> NOV 2017.

PLANNING - APPLICATION

06/17/0654/F

TO PLANNING SERVICES GT YARMOUTH BOROUGH COUNCIL

THE PROPOSED NEW HOUSE, WILL BE, TAKING AWAY  
PRECIOUS, CAR PARKING GROUND, I.E, DRIVING IN,  
ENOUGH ROOM, TO TURN CAR'S ROUND, STORING CAR'S.  
AND BACK ENTRANCES, TO REAR GARDEN'S OF  
NO. 31 AND 33 STATION RD, LEADING TO, TWO BRICK-GARAGE

OUR PRIVACY, WILL BE INVADED, BY THE NEW HOUSE,  
OVERLOOKING THE WHOLE, OF OUR BACK GARDEN, AND  
OUR BACK WINDOWS.

BUT WE FEEL, THAT THE TRAFFIC CONDITIONS AT THIS  
END, OF STATION RD, REALLY NEEDS LOOKING AT. BY  
THE PLANNING COMMITTEE. WE SUGGEST, A PROPER SITE  
VISIT, TO ASSESS THE, SITUATION, AS MORE CAR'S  
WILL ONLY, EXACERBATE THE PROBLEM.

THERE IS ALSO, AN ELECTRIC-CABLE, AND A WATER-PIPE  
RUNNING, THE FULL LENGTH, OF THE DRIVE, AND  
A PEDESTRIAN LINK, FROM POTTERS-DRIVE EST.  
SUPERIMPOSED, OVER A VERY LONG, STANDING  
VENICE, RIGHT OF WAY,  
WHICH DATES BACK, TO CIRCA 1904

Yours faithfully



## Internet Consultees

Application Reference

06/17/0654/F

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Annabel Bracey

Address 8 Sea View Rise

Hopton on Sea

Post Code

Tel

Email Address

For or Against OBJ Object

Speak at Committee

I strongly object to application 06/17/0654/F predominantly on safety grounds but also because the Application document itself and the supporting Design and Access Statement are misleading to those who are not familiar with the site.

This is the most congested and hazardous point in the village but the plan shows vehicular access to the front garden of 31 Station Road directly opposite the west-bound bus stop and a few metres from the east-bound bus stop. It is adjacent to the busy Post Office and shop which shall lose parking facilities due to the extended dropped kerb providing a crossover to the parking space at number 31. It will not be possible to turn a car in the garden so vehicles will either have to reverse in, impossible in daylight hours, or reverse out with limited visibility onto Station

Date Entered 04-11-2017

Internet Reference OWPC1302

# Internet Consultees

Application Reference 06/17/0654/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey  
Address 8 Sea View Rise  
Hopton on Sea

Post Code LD24 0SE

Email

For or Against OBJ Object

Speak at Committee

Road avoiding the buses, parked cars and oncoming traffic much of which is rounding a blind bend.  
It is highly likely that a car parked in the front garden shall sometimes encroach onto the public footpath forcing pedestrians, pushchairs and wheelchair users into a busy road with the same lack of visibility issues as stated above.  
The Design and Access Statement is misleading stating that the previous application was "withdrawn due to an issue with the land ownership certificate with a driveway to the west of the site". The previous application, 06/17/0168/F, was in fact refused by DCC on 9th August 2017 for reasons other than this, none of which have been addressed by the new application. Similar applications have now already been refused twice by GYBC Planning.

Date Entered 04-11-2017

Internet Reference OWPC1302



# Internet Consultees

Application Reference 06/17/0654.F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey

Address 8 Sea View Rise

Hopton on Sea

Post Code

Telephone

Email Address

For or Against OBJ Object

Speak at Committee

Highways suggested conditions be attached which shall not be possible to satisfy without the ownership of the driveway being clarified. The said driveway is now encompassed within the site boundary for the current application. Presumably the applicant now has legitimate title to this land and may implement the recommendations from Highways. There are two issues arising from this. How will GYBC / Highways police the condition of ongoing maintenance, and shall access be denied to the owners of numbers 29, 31 and 33 Station Road together with the general access footpath to Potters Drive that was subject to multiple Affidavits through longevity of use several years ago? This may not be an issue expected to arise from the applicant in this instance but it may well become a legal problem with subsequent owners of the properties.

Date Entered 04-11-2017

Internet Reference OWPC1302

Internet Consultees

Application Reference 06/17/0654/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey

Address 8 Sea View Rise

Hopton on Sea

Post Code NR31 9SF

T

Email

For or Against OBJ Object

Speak at Committee

How will it be possible for Highways conditions SHC11V, maintaining the driveway width in perpetuity, and SHC 19, maintaining the visibility splay, be possible when the western boundary of the driveway, especially at the entrance where the visibility needs to be maximised, is bordered by a mature, high hedge owned by number 29 Station Road? This can only be achieved by giving written permission to relax these conditions in which case Planning will be contradicting itself and obviously does not consider road safety important as these conditions are recommended by Highways "in the interests of highway safety".  
If this driveway is not owned by the applicant and it is merely being claimed in order to progress permission to build what right do they have to significantly modify it and will the legal owner become liable for its maintenance?

Date Entered 04-11-2017

Internet Reference OWPC1302

# Internet Consultees

Application Reference 06/17/0654/F

Attachments

Invalid Consultee Comment? ☐

Copy to existing Consultee? ☐

Name Annabel Bracey

Address 8 Sea View Rise

Hopton on Sea

En

For or Against OBJ Object

Speak at Committee

This can only be achieved by giving written permission to relax these conditions in which case Planning will be contradicting itself and obviously does not consider road safety important as these conditions are recommended by Highways "in the interests of highway safety".  
If this driveway is not owned by the applicant and it is merely being claimed in order to progress permission to build what right do they have to significantly modify it and will the legal owner become liable for its maintenance?  
The actual house design has evolved through the revisions of planning applications and I feel this in keeping with the general area but it is unfortunate that the required vehicle parking and access are untenable at this site in the village. I cannot therefore see this as an acceptable development.

Date Entered 04-11-2017

Internet Reference OWPC1302



