

Reference: 06/18/0341/F

Parish: Hopton

Officer: Mr J Ibbotson

Expiry Date: 08-08-2018

Applicant: Gorleston Golf Club

Proposal: Removal of condition 1 Extension to existing members car park

Site: Gorleston Golf Club
Warren Road

REPORT

1 Background / History :-

- 1.1 The club house for the Gorleston Golf Club is on the eastern side of Warren Road, the site originally had a hard surfaced parking area to the south of the club house which was to the rear of no's 25 to 27 Warren Road and there was a grassed area to the south of that which was used for overflow parking. In March 2016 a planning application was submitted to extend the hard surfaced car park to the south (ref: 06/16/0141/F). This application was refused on the grounds that the increase in parking and the proximity of the spaces to the rear boundaries of the dwellings on Warren Road would be likely to result in increased noise and disturbance to those dwellings, the establishment of a formal car park would affect the amenities of no. 31 Warren Road which has an open view at the rear and the loss of green space.
- 1.2 In July 2016 a revised application for a smaller car park extension was submitted (ref: 06/16/0478/F), this application also included an additional hard surfaced area to the north of the car park to provide 6 spaces. There were no objections to this application and planning permission was granted in September 2016.
- 1.3 Following a complaint from a neighbour it was found that the car park as finished was longer than the dimension shown on the approved drawing. Application 06/16/0478/F stated a 19m car park extension. What had been built was an extension of approx. 22.0m, therefore the extension was not in accordance with the approved plans. A retrospective application was made to regularise this discrepancy, ref. 06/17/0229/F. Planning permission was granted by the planning committee with the addition of a condition limiting the parking to the marked out areas only. This would retain the unauthorised area as an area of tarmac but only for turning and manoeuvring of vehicles and not parking.

1.4 Condition 1 of planning permission 06/17/0229/F states

The area of tarmac at the south end of the site, that had not been marked out with parking bays at the date of submission of the planning application, shall be used as an access and manoeuvring area only and shall not, at any time, be used for the parking of motor vehicles, caravans or trailers.

The reason for the condition is :-

In the interests of the visual amenities of the occupiers of adjoining dwellings.

- 1.5 Since the grant of planning permission the Golf Club have not complied at all times with Condition 1 as cars have been noted to have parked in this area. The issue has been sporadic, both at busy times and when other demarcated parking bays have been free. On a number of site inspections the planning officer has noted that the condition has been complied with, and that no cars were parked in the area limited to turning.
- 1.6 The golf club had made some effort to manage this area to comply with the condition but have stated in their planning statement that it is difficult to manage, and that previously this area had been used as overspill parking anyway. This application seeks to remove condition 1, and allow parking on all of the tarmacked area as approved under planning application 06/17/0229/F.

2 Consultations :-

2.1 Highways – no objection.

2.2 Parish Council – no objection.

2.3 Neighbours – one letter of objection has been received from the neighbouring resident at 31 Warren Road whose property overlooks the area restricted by the condition sought to be removed by this application. A copy of which is attached and briefly summarised as follows.

- The original much larger car park was refused and feels that this would have been because of the loss of green area and being too large an area than required
- Did not object to the 19m extension application, but the additional 3.5m car park built without permission has been the difference in terms of harm regarding noise and disturbance, why should the condition be removed if nothing else has changed
- Disagrees with the golf clubs justification that the previous grass area created difficult parking conditions in winter/wet weather for overspill parking.
- That the additional 37 spaces currently approved is sufficient additional parking and that there is no justification for additional parking on the area now restricted as turning.

- When there are exceptional cases, such as wakes, there may be a requirement for additional parking, however the neighbour would not object to this overspill parking when it relates to a wake.
- The use of the additional parking if allowed through removal of condition would result in more people choosing to park to the rear of No. 31 Warren Road as they would (contrary to club rules) prefer to start their game from the 11th Hole which is nearest the southern end of the car park.
- Overall the removal of the condition would bring additional noise and disturbance

3 Policy :-

3.1 POLICY CS15 - Providing and protecting community assets and green infrastructure

3.2 Everyone should have access to services and opportunities that allow them to fulfil their potential and enjoy healthier, happier lives. The effective planning and delivery of community and green infrastructure is central to achieving this aim. As such, the Council will:

- a) Resist the loss of important community facilities and/or green assets unless appropriate alternative provision of equivalent or better quality facilities is made in a location accessible to current and potential users or a detailed assessment clearly demonstrates there is no longer a need for the provision of the facility in the area
- b) Ensure that all new development is supported by, and has good access to, a range of community facilities. In some circumstances developers will be required to provide and/or make a contribution towards the provision of community facilities. The process for securing planning obligations is set out in Policy CS14
- c) Take a positive approach to the development of new and enhanced community facilities, including the promotion of mixed community uses in the same building, especially where this improves choice and reduces the need to travel
- d) Work with our partners to deliver essential strategic community facilities, including supporting projects, such as the continuing development of the James Paget University Hospital, to meet current and future needs
- e) Promote healthy lifestyles by addressing any existing and future deficiencies in the provision and quality of sports facilities, including access to these facilities, playing pitches, play spaces and open spaces throughout the borough
- f) Ensure that all new developments contribute to the provision of recreational green space and incorporate improvements to the quality of, and access to, existing green infrastructure in accordance with local circumstances
- g) Safeguard the natural beauty, openness and recreational value of the borough's beaches and coastal hinterland

4 Assessment :-

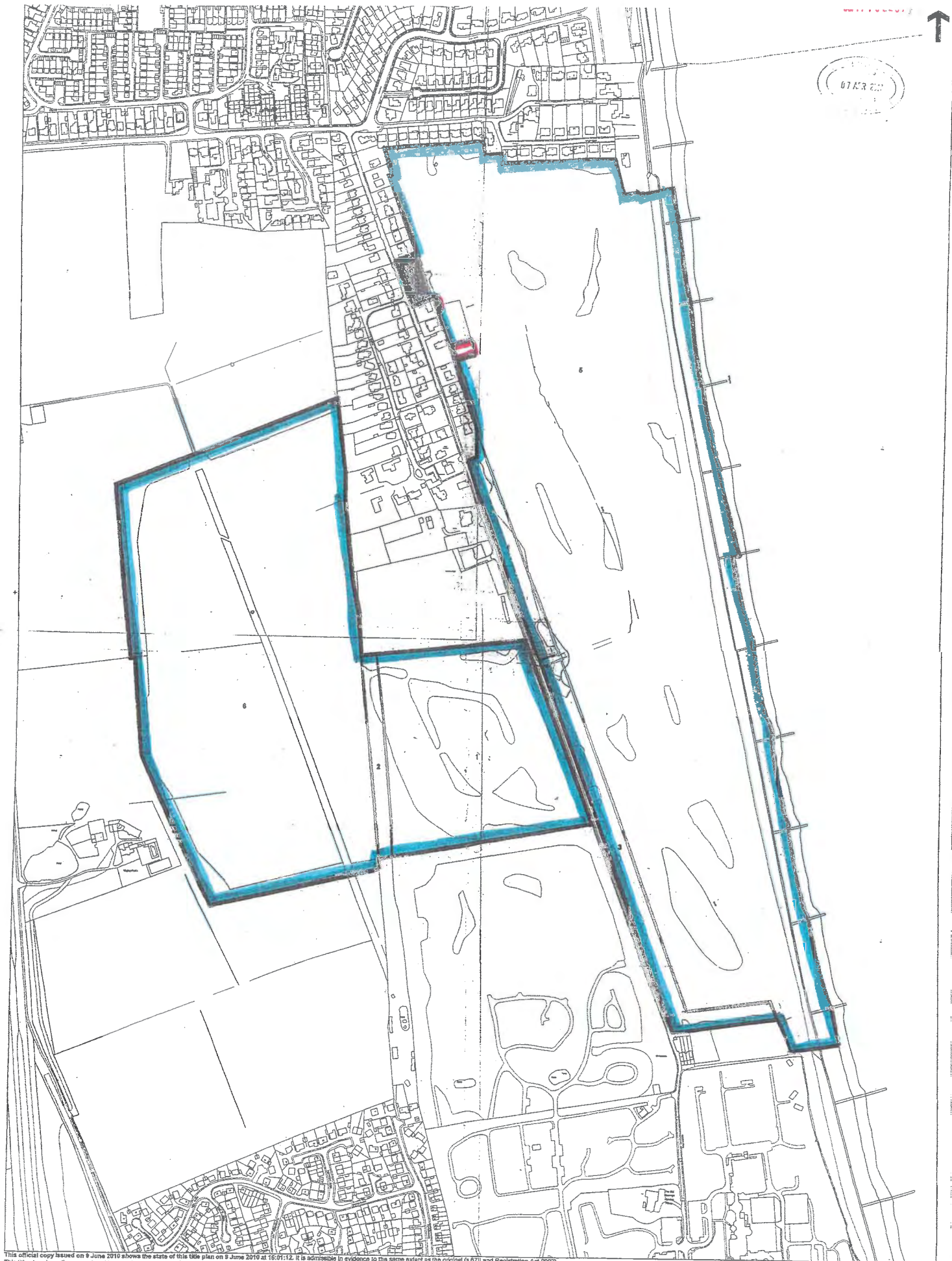
- 4.1 No. 31 Warren Road, which is the main property affected by the car park extension has a low fence approximately 1 metre high along most of its rear boundary with the golf course, the fence rises at the northern end with the last three panels being approximately 1.8m high.
- 4.2 The golf club was advised of the discrepancy between what had been laid out and the approved plan 06/16/0478/F and was invited to submit a further application in an attempt to regularise the situation and this application was approved at Committee on the 24th May 2017. The car park, as constructed is 32 metres wide and 22.2m long at the western edge and 21.8m long at the eastern edge, there are seven spaces end on to the boundary with the dwellings on Warren Road and 18 spaces on the remainder of the extension. The southern part of the extension is not marked with parking bays and provides access and manoeuvring space to the southern row of bays.
- 4.3 The car park, as constructed and approved by the retrospective application, is between 3.2m and 2.8m longer than the dimension shown in application 06/16/0478/F. This area is not demarcated for parking, and a condition restricts this however the area has been used intermittently since the planning permission was granted by visitors and staff and this has resulted in complaints to the Planning Authority.
- 4.4 The tarmacked area has planning permission, however Condition 1 of this permission limits part of its use, and restricts parking on the area to the rear of No 31 Warren Road. The reason why this condition was added was in the interests of the amenities of the occupiers of adjoining dwellings. Previous applications had been refused on grounds of impact upon the amenity of in particular No.31 Warren Road, however in this instance, the noise and disturbance of vehicles turning and manoeuvring on this area, as permitted by permission (06/17/0229/F) would have some impact upon the amenity of no. 31, but not sufficiently enough to have warranted refusal.
- 4.5 A specific view or loss of such a view is not a material planning matter. The impact upon outlook from a neighbour, or harm to the character of an area is a material planning matter. These matters are relevant when considering this application to remove the condition restricting parking on the southernmost area of tarmac. Vehicles are able to move and turn in this area, as such any disturbance caused is not likely to be limited by the condition under consideration. The use of the site and car park is not limited by planning condition in terms of hours of operation, however the nature of a golf clubs use means that the busiest periods are during daylight hours where golf can be played. We have had no evidence of breach of condition during evenings/night times.
- 4.6 The breach of condition has been sporadic, site visits have been made over the last year by the planning officer, and on numerous occasions there have been no cars parking in the area. However at other times the whole car park has

been full and this area has also been in use. Additionally other evidence has been shown where the turning area has been used for a limited number of vehicles whilst spaces were available in the main permitted car park.

- 4.7 In the past, when this area had been grass, sporadic parking had taken place, and the original car park is visible from first floor of neighbouring residential properties including No.31. When cars are parked on the area protected by condition 1, the view from the rear garden is partially obstructed by cars, however this is not a material planning matter. In terms of outlook the car park does not restrict the outlook over other parts of the golf course towards the sea.
- 4.8 It is also important to note that the boundary treatment of part of No.31's garden at approx. 1.0m is 1.0m lower than could be erected by either party through permitted development rights which would legitimately reduce outlook and block views of the car park from this neighbouring properties garden.
- 4.9 There is potentially an opportunity through imposition of a new planning condition to screen the car parking site. This could be with a hedge along the southern boundary of the car park in question. Once established this would restrict parking on the grassed area to the south of the car park, and would restrict views into the car park from the south from the adjacent properties on Warren Road.
- 4.10 For much of the rear boundary, the outlook and character of the area is unchanged as the tarmac area does not extend the full width of no.31 Warren Roads rear boundary. The impact of occasional or even more regular parking is not sufficiently harmful to warrant refusal subject to limiting the intensity of use. The condition which was originally attached has not worked, however a new condition requiring screening would mitigate against the impact of the existing permitted turning and manoeuvring of vehicles, and also parking if the original condition is to be removed. The sites wider existing lawful use as a golf club brings with it a degree of disturbance, and therefore this proposal is not out of character with that use or character of the area. The tarmac area can be used as turning already, so stationary parking would not be more harmful in terms of movement or noise. Outlook from neighbouring properties, and the appearance of the car park could be protected through a green screen being required by condition. This would retain protection for the neighbours amenity, whilst allowing additional parking spaces to be provided as requested by the Golf Club.

5 RECOMMENDATION :-

- 5.1 Approve the removal of Condition 1 of Planning Permission 06/17/0229/F on the basis of the imposition of a new condition requiring screening planting along the southern boundary of the car park to provide a buffer from views into the car park from the south and from adjoining neighbouring properties located to the south.



This official copy issued on 9 June 2010 shows the state of this title plan on 8 June 2010 at 15:01:12. It is admissible in evidence to the same extent as the original (s.87 Land Registration Act 2002).
This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - Title Plans and Boundaries.
This title is dealt with by Land Registry, Kingston upon Hull Office.

Jack Ibbotson

From: Jack Ibbotson
Sent: 12 July 2018 09:27
To: Jack Ibbotson
Cc: Dean A. Minns
Subject: Planning Application 06/18/0341/F

Dear Sirs

I would like to make the following comments on the above application.

The original application for a much larger car park extension was refused. Like myself, the planning department obviously thought it was much too large and was taking away green land unnecessarily.

Planning officer Mr Graham Clarke visited the site and we discussed the situation. It was agreed that if the extension went to a certain point, I would make no objection to another application. This point measured 19 metres and was clearly shown on the drawing which was duly approved. I believe this gave the golf club an additional 37 spaces. However, on my return from holiday, the extension had already been done but it measured 22.5 metres. This additional 3.5 metres makes all the difference to us and causes much more noise and disturbance.

I objected and there was another planning meeting but it was decided to leave the extra 3.5 metres in place but to restrict it to turning only with no parking at any time. Nothing whatsoever has changed so why should the condition now be removed?

The golf club states that in wet conditions, parking on the overflow grass area is difficult. In winter, impossible with cars getting bogged down. That I cannot agree with. In 25 years of living at Warren Road I can't recall any such incidents so it certainly isn't a daily occurrence. They mention Health and Safety - perhaps they can show you their incident log over the past few years.

They mention shorter days in Winter creating parking problems with golfers playing at similar times. Whilst I agree that golfers will be playing at similar times, there are so many fair weather golfers that this doesn't cause any problems particularly with the extra 37 spaces.

The golf club states it was constructed as approved. How can this be the case when it ended up 22.5 metres as opposed to the approved application of 19 metres? And why would the planning department have put a condition on the area if it was correct?

They also state only very occasionally there is not enough space. This I agree. But it's very rarely golf days or Sunday lunches when this happens. Unfortunately it's nearly always wakes with so many people turning up to see off an old golfing buddy. I have made it very clear to the club that I would never object on such an occasion.

If this area is given approval it would only give 9 extra spaces. When it is an exceptionally busy day such as a wake, 9 spaces is certainly not enough. It would be more like 30 or 40 and we can't extend the car park just for wakes.

Also, the 9 spaces applied for is the area closest to the 11th tee. Many golfers would choose to park here even if the rest of the car park was empty because certain golfers like to tee off the 11th even although it is clearly marked as not a starting hole.

As previously stated this would bring unnecessary noise and disturbance to us and as also previously stated nothing has changed so the condition should remain.

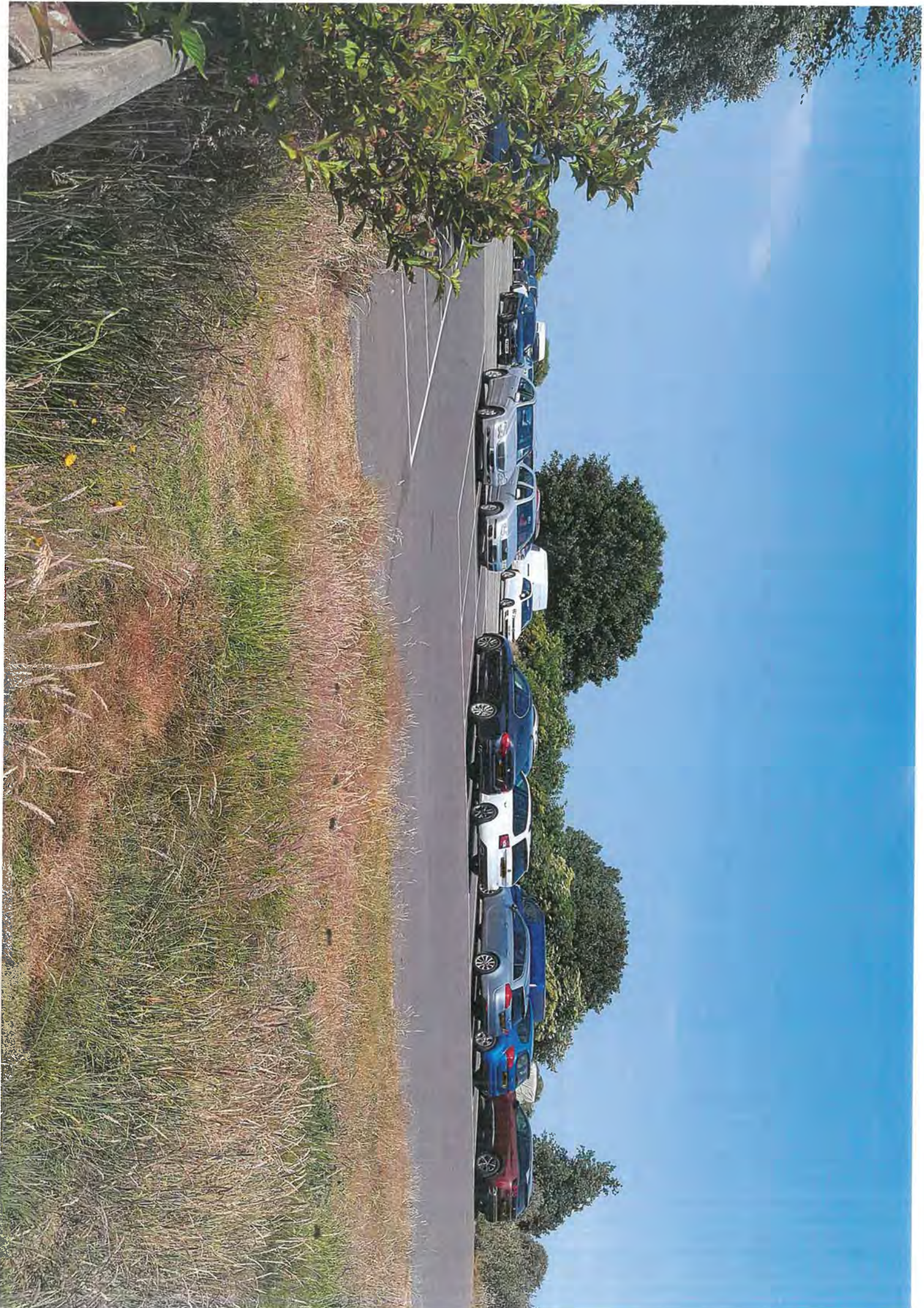














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