

Reference: 06/15/0631/F

Parish: Filby

Officer: Mr G Clarke

Expiry Date: 18-12-2015

Applicant: Executors of Miss P Dixon & Mrs B Blaxell

Proposal: Demolition of Glebe Farmhouse and construction of four new dwellings with associated garaging and parking

Site: Glebe Farm
Main Road
Filby

REPORT

1 Background / History :-

- 1.1 The application site is on the north side of Main Road, there are houses to either side and open farm land to the rear, the site is currently occupied by two dwellings, Glebe Farmhouse and New House. Glebe Farmhouse is an older dwelling which is to be demolished as part of the new development, New House which was built in the grounds of the original farmhouse (planning permission granted in 1988 – 06/87/1219/F) is to be retained. There is a small group of barns in the south west corner of the site which are not part of the current application but which are indicated as being subject of a separate application for conversion to a dwelling in the future.
- 1.2 The proposal is to erect two pairs of semi-detached houses towards the rear of the site with an open parking shelter, turning area and new access drive which will serve the proposed houses and New House.

2 Consultations :-

- 2.1 Highways – Initially had concerns about layout, access and visibility - following the receipt of these concerns the proposed layout and design was amended and the Highways Officer now has no objections subject to standard conditions

including the provision of visibility splays, the driveway to be a minimum width of 4.5m for a minimum length of 10m and footway widening.

- 2.3 Parish Council – Objects on the following grounds: the site is not within the Borough-Wide Plan area and for this reason to grant approval to this proposal would open the floodgates for similar parcels of land outside the village development area; the access road is inadequate in width to cater for emergency vehicles; concern is raised at the apparent inadequacy of the visibility splay on leaving the site onto Main Road, parking standards have not been complied with together with the inadequacy of turning space for other vehicles entering the site.
- 2.4 Building Control – No adverse comments.
- 2.5 Norfolk Fire & Rescue Service – No objections providing the proposal meets the necessary requirements of the current Building Regulations 2000 – Approved Document B, as administered by the Building Control Authority.
- 2.6 Norfolk Constabulary – General comments regarding security aspects of the new development.
- 2.7 Neighbours – 5 letters of objection have been received, the main concerns are parking, visibility, access, the amount of new development in Filby and loss of privacy.

3 Policy :-

3.1 National Planning Policy Framework (NPPF)

- 3.2 The core planning principles set out in the NPPF (Para. 17) encourage local planning authorities to always seek to secure high quality design and a good standard of amenity for all existing and future occupants.
- 3.3 Para. 50 states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should: a) plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes); b) identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand;

- 3.4 Para. 54 states that in rural areas... local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs. In addition, Para. 55 states that to promote sustainable development in rural areas new housing should be located where it will enhance or maintain the vitality of rural communities.

4 Local Plan Core Strategy

- 4.1 Policy CS1: supports the National Planning Policy Framework's (NPPF) presumption in favour of sustainable development, ensuring that the Council will take a positive approach working positively with applicants and other partners. In addition the policy encourages proposals that comply with Policy CS1 and other policies within the Local Plan to be approved without delay unless other material considerations indicate otherwise
- 4.2 Policy CS2: states that approximately 5% of all new residential development should be located throughout the Secondary and Tertiary Villages which include Filby.
- 4.3 Policy CS3: sets out criteria for ensuring a suitable mix of new homes. This includes ensuring that designed layout and density of new housing reflects the site and surrounding area. Policy CS3 also encourages all dwellings including small dwellings, to be designed with accessibility in mind providing flexible accommodation.

4.4 Interim Housing Land Supply Policy

- 4.5 This policy only applies when the Council's Five Year Housing Land Supply utilises sites identified in the Strategic Housing Land Availability Assessment (SHLAA)
- 4.6 New Housing development may be deemed acceptable outside, but adjacent to existing Urban Areas of Village Development Limits providing criteria (a) to (n), where relevant to development, have been satisfactorily addressed.

5 Assessment :-

- 5.1 The proposal is to demolish the older dwelling on the site (Glebe Farmhouse) and replace it with two pairs of semi-detached houses, the houses will be built to the rear of the site with parking and turning provision in the area where the existing dwelling stands. A new vehicular access and driveway will be constructed which will serve the proposed dwellings, New House, and the barns (if permission is granted for conversion at a later date).

- 5.2 The drawings show two of the houses as having three bedrooms and the other two as having two bedrooms and a study on the first floor. The end house on the eastern side has an attached garage with parking and turning to the front, the parking for the remaining houses is within an open shelter sited between the proposed houses and the old barns. There are also parking spaces to the front of the shelter so there will be two spaces for each dwelling which meets the current standards for car parking.
- 5.3 The concerns raised by the Parish Council and local residents are that the site is outside the village development limit as shown on the proposals map of the Borough-Wide Local Plan, access, visibility and parking. The occupier of the dwelling to the west of the site (South View) is also concerned about overlooking and loss of privacy.
- 5.4 The Highways Officer had concerns regarding the layout as originally proposed; these were regarding the angle of the access to the road, visibility splays not being shown and the lack of a formal turning area. In addition to this there was also a requirement for the footpath along the front of the site to be widened to 2 metres. The agent for the application subsequently submitted a revised drawing taking these concerns into account and the Highways Officer now has no objections subject to the imposition of conditions regarding provision of visibility splays, the driveway to be a minimum width of 4.5m for a minimum length of 10m and footway widening amongst other standard conditions.
- 5.5 Although there are two existing dwellings on the application site it was not included within the village development limit on the proposals map but the houses on either side are (copy of map attached). The Council has adopted the Interim Housing Land Supply Policy to deal with developments such as this and also the relevant paragraphs of the National Planning Policy Framework have to be taken into consideration when deciding the application.
- 5.6 The criteria of the Interim Housing Land Supply Policy (*a to n*) should be given appropriate weight as a material consideration, in addition to, appropriate weight being given under Paragraph 216 of the NPPF for Core Policy CS2 in respect to potential development in Filby.
- 5.7 There are barns along the road frontage and existing houses on the site so it is developed land unlike the open spaces to the west which contribute to the character of the village. The development of this site would appear to be a logical infilling between existing houses and would not result in any harm to the street scene. The site adjoins the village development limit, the scale of the development is appropriate to the size, character and role of the settlement and the density is appropriate for the area. It is therefore considered that the

proposal complies with the relevant criteria within the Interim Housing Land Supply Policy.

- 5.8 The dwelling to the west of the site (South View) has been extended to the side and rear and has a large first floor window at the rear which faces the proposed dwellings. The proposed houses each have two first floor dormer windows at the front, one of these is to a bathroom and the other to a bedroom, the nearest window of the proposed houses will be approximately 30m from the rear of South View. The pitched roof car shelter will be sited between the houses and South View and this together with the existing barns will restrict the outlook from the proposed dwellings towards the rear of South View. It is considered that, because of the distance between the dwellings and siting of the car shelter, the proposal will not have such a significant adverse effect on the neighbour as to justify refusal on the grounds of overlooking.

6 RECOMMENDATION :-

- 6.1 Approve – the proposal complies with the Interim Housing Land Supply Policy.
- 6.2 Approval should be subject to the conditions required by Highways in addition to any standard planning conditions.

ACK 12/1/16

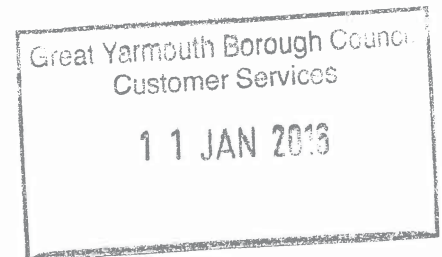
S



1, The Old Smithy,
Main Road,
Filby,
Great Yarmouth,
Norfolk,
NR29 3HS.

7th January 2016.

Mr. Dean Minns,
Group Manager (Planning),
Planning Services Development Control,
Great Yarmouth Borough Council,
Town Hall,
Hall Plain,
Great Yarmouth,
Norfolk,
NR30 2QF.



Dear Sir,

Planning application 06/15/0631/F Glebe Farm, Filby.

I am in receipt of your letter of 29th December 2015 in respect of the planning application for the above premises at Glebe Farm, Main Road, Filby, for which I am very grateful. I have examined the amended plans and also discussed the issues with Mr. French, the Highway Development Management Officer of Norfolk County Council both on-site and by letter. I have also had an on-site meeting with Mr. David Balls, Filby Parish Clerk who is a former engineer with your Borough Council.

I would therefore like to make the following observations addressing the issues that I detailed in my letter of 21st November 2015.

Borough Wide Plan 2001.

I made the point that the application does not accord with the Borough Wide Plan and I understand that this will not necessarily be a ground for refusal of the application. However I reiterate the point that with several of these 'small building schemes' having taken place or taking place in our village, the whole ethos of Filby is being eroded.

Glebe Farm property and the front boundary.

I submitted Land Registry documents and photographs suggesting that there had been an amount of encroachment at the front of the property. I raised this with Mr. French who is of the opinion that there does not appear to be any encroachment. Whilst I respect the opinion of Mr. French and I appreciate the

assistance he has given me, I am not minded to agree with that opinion and am considering taking legal advice.

However, my objective in raising this issue is to allow me adequate visibility when exiting my property in order that I can do so safely. In order to facilitate that it would be necessary to have the current footpath in front of the property subject to this application increased in width from 1.3 metres to 2 metres. The existing front wall/fence to this property is 1.6 metres in height and needs to be removed.

The above can be achieved if the recommendations of Mr. French are followed. He recommends the footpath being widened and also a splay from the proposed entrance which would reach some 43 metres in length either side of that entrance. The proposed plan mentions low level planting where the wall/fence is situated.

If the above is insisted upon then my safety issues can be resolved and I would be able to leave my premises safely. I would therefore have no need to pursue the matter in legal terms.

Proposed new development.

I have noted the issues raised by Mr. French and as a result the amended plans allow for a new access drive perpendicular to the highway, an increase in the width of that drive and a new turning circle achieved by moving the garages and parking places. This will no doubt enhance the safety aspect.

However it will still mean a large increase in vehicular movements to and from a main road and I have no doubt that parking issues will arise very quickly. It has been suggested that if necessary parking restrictions could be applied in the future. The problem with that concept is that there are no other places for people to park in this part of the village.

Barn Conversion.

I made mention of my concern that a future application will be made for the barns on site. The applicant mentioned at the Parish Council meeting that there would be an application in the future but that would only be for 1 dwelling in terms of the barns. I look forward to that application.

In conclusion I would urge the Development Control Committee to take regard of the recommendations made by Mr. French and insist upon the frontal development as outlined above.

I am grateful to you for the opportunity to comment upon these proposals.

Yours faithfully,

Brian R J McDonnell.

ACK 7/12/15

Internet Consultees

S

Application Reference 06/15/0631ME

Attachments

Invalid Consultee Comment? ☐Copy to existing Consultee? ☐

Name Mr M Bartlett

Address southview

Main Road

Filby

Post Code NR29 3HS

Telephone 07736233282

Email Address Matt.bartlett@rocketmail.com

For or Against OBJ Object

Speak at Committee

I would like to object this planning application. I believe this application constitutes as over development. It would appear that very little consideration has been given to the position of the properties within the proposed site and the access that will be required to safely access the development from the main road. I believe this will cause an unexceptable disturbance and safety hazard to the local existing residents. When extending my own property I gave very careful consideration to the neighbouring properties ensuring that my extension and windows were not directly looking into other properties existing windows to avoid infringing on anyone's privacy. This development would result in all four of the properties windows on the front elevation directly facing my property and giving them a view into my main bedroom window as well as my kitchen and dining room. I'm not opposed to any form of development, however I feel the current proposed plans will have a negative impact on the local area are will only serve to make the owners a substantial profit!

Date Entered 06-12-2015

Internet Reference OWPC604

ACK 2/12/15

S

1 Archway Cottages
Main Road
Filby
Great Yarmouth
Norfolk NR29 3HS



Mr. Dean Minns,
Group Manager (Planning),
Planning Services,
Development Control,
Town Hall,
Hall Plain,
Great Yarmouth
NR30 2QF.

Dear Sir.

**Planning Application 06/15/0631/F
Glebe Farm, Main Road, Filby.**

Having looked at the plans for the proposed development for the above, I have major concerns over the access and exit of the properties.

The entry/exit is my main concern. I do not think the width of the existing entrance to the driveway is suitable for the amount of vehicles expected to use this point. Also there is a safety issue of visibility of cars seeing traffic approaching from the left and right on the main A1064 road with the existing brick wall. This could be a potential black-spot resulting in damage to the front of our property, mainly the grass bank which is already showing signs of erosion by passing traffic. You may recall several years ago there was a terrible accident involving a young person on this road at this point.

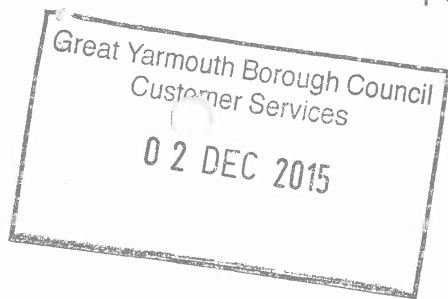
As I see it there could be a potential of 10 cars between these two properties, i.e. using today's allocation of one car per bedroom. According to the plans I believe there are only 4 allocated parking spaces, meaning that the natural tendency would be to park on the main A1064 road, opposite our driveway, making this almost impossible to safely exit our property. An example of this already exists with visiting people to the cottages further down the road parking day and night on the footpath, affecting the traffic flow particularly when the main A47 is closed and all traffic has to use this main road. It is very difficult at times for pedestrians to pass these vehicles as they have to move off the footpath into the main road.

I believe looking at the plans there is to be a detached garage to the barn conversion. Any cars for this development will only add to the increased volume of traffic using this entry/exit.

Yours faithfully

Neil Muffitt
c.c. The Clark, Filby Parish Council

ACK 3/12/15



MISS K NEWHAM
THE BUNGALOW
MAIN ROAD
FILBY
GT YARMOUTH
NR29 3HS

24th November 2015

Dear Sir,

RE PLANNING APPLICATION NO 06/15/0631/F
GL606 FARMHOUSE - MAIN ROAD, FILBY.

Thank you for your letter dated 11th November 2015 regarding the above Planning Application.

I have seen copies of the plans & would ask you to consider the following when dealing with this application.

My Father owns the above property which is opposite the Glebe Farm & New House built within the plot. We are on a high bank & the intended access road (with adaptation) opposite our bank. This will lead out onto the main road (A1064) from GT Yarmouth or Acle way. Any traffic coming out of the road will cause potential for accidents. & should one happen the vehicles will have nowhere to go - except be crossing traffic on A1064 to travel from GT Yarmouth or Acle way. We have no path or kerb on this side of the road, our bank is currently suffering from large vehicles ^{that} have moved about bins of soil because they come too close & squashed it down. If any accident caused by crossing traffic happens, & our bank is further damaged it may well cause movement of ground that our home is on damaging our property, & our water main comes up in the middle of the lawn. Perhaps you should come to view the layout & you will see how high our bank is, it would be like hitting a solid wall. Furthermore, whilst New House is being sold separately another concern I have is with access onto the A1064 if the property has more than one vehicle. Should the purchaser decide to use the garden for parking & apply for a dropped kerb for access, we would have a second access ~~point~~ point opposite our bank.

Glebe Farmhouse & New House were the residences of two old ladies. They rarely used the gated driveway for New

House & one vehicle using access opposite is very different to it becoming a road for use by four new dwellings & the one five bedroom house currently on site.

Please would you consider my comments when reviewing this application - trying to do gardening on the bank is difficult enough without more hazards of turning traffic when I am weeding the bank. Thank you for the opportunity to comment on the Planning Application.

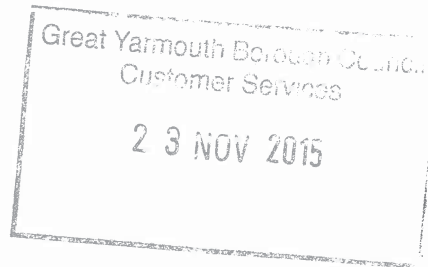
Yours faithfully

Kathryn Newnham

ACK 24/11/15

S
Mr Thomas Lilley
3 The Old Smithy
Main Road
Filby
Great Yarmouth
Norfolk
NR293HS.

Mr Dean Minns
Group Manager
Planning Services
Development Control
Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF



Cc: Clerk, Filby Parish Council.



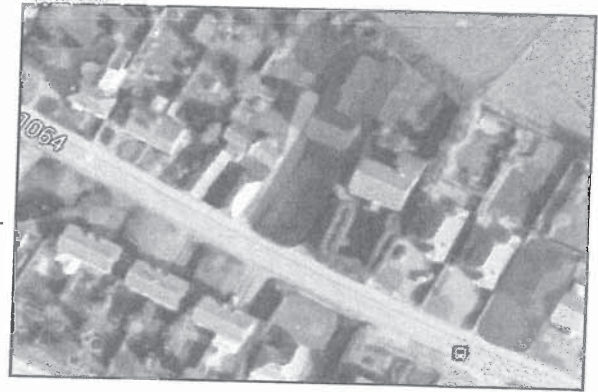
19th November 2015

Dear Sir,

Reference: 06/15/0631/F – Glebe Farm, Filby.

Please refer to the attached image in relation to my objections listed below.

- Proposed planning application shown in BLUE.
- My property shown in RED.
- Available safe off road parking in YELLOW.



My concerns to this application are as follows:

1. It seems based on the proposed layout of the application that at some point a further application will be made to develop the front left of the site into additional dwellings. I feel the developer should identify their intent for the entire site under a single application, or have conditions for further development applied. Perhaps the developer feels a site wide application would be more difficult to achieve and so has sought to scale back their ambitions in order to make approval for the next stage more likely?
2. Parking provision does is not suitable for the number of properties proposed. This would cause occupiers to overflow either onto the busy A1064 causing congestion or at worst an accident black spot (visibility is poor in this location). Or, park in a very limited (five cars) off-road parking area (YELLOW) which is currently oversubscribed by residents of adjoining properties. Either way parking is of major concern and should be addressed.
3. The current boundary (brick wall) of the proposed plot is not correct, in fact land registry does not show it. It's my belief that this was built at some point but upon highways land and therefore reducing the width of the pavement. Regardless of proposal outcome the pavement should be fully re-instated for pedestrian use, and therefore the boundary wall moved back within the registered plot.
4. Development in Filby is at an all time high, how much more is acceptable under the Interim Housing and Land Supply Policy before enough is too much.

Thank you for your attention in this matter.

Yours faithfully

Mr Thomas Lilley

ACK 30/11/15

1, The Old Smithy,
Main Road,
Filby,
Great Yarmouth,
Norfolk,
NR29 3HS.

21st November 2015.

Mr. Dean Minns,
Group Manager (Planning),
Planning Services,
Development Control,
Town Hall,
Hall Plain,
Great Yarmouth,
NR30 2QF.



Dear Sir,

**Planning Application 06/15/0631/F
Glebe Farm, Main Road, Filby.**

I refer to your letter of 11th November 2015 in respect of the above application, and your invitation to me to comment upon the proposal for which I am very grateful. I live next door on the eastern side of the premises and whilst I anticipated a development to the barns would take place, I query the suitability of these proposals. I would therefore like to make the following observations:-

Borough Wide Plan 2001.

The application form states that this application does not accord with the Borough Wide Plan of 2001 in that this land is not allocated for housing. However, having spoken to your Mr. Clarke I was informed that such planning permission could be granted under the Interim Housing and Land Supply Policy because there is already a dwelling on the land and there are other dwellings either side of the property. My only comment on this is that other properties in Filby have been approved under the same policy and quite a number of new dwellings have been constructed in the village increasing its size markedly.

Glebe Farm property and its front boundary.

Glebe Farm consisted of a farmhouse and barns nearby. A second house was built possibly in the 1980's to accommodate a sister who was bereaved at that time. A Conveyance was made on the house on 21st April 1989.

Document A is a District Land Registry document dated 18th July 1984 showing that the property has a front boundary in line with other properties either side of it.

Document B is another Land Registry document dated June 2001 showing my property next to Glebe farm showing the front boundary clearly in line with other properties.

Document C is another Land Registry document dated 17th November 2015 clearly showing the front boundary in line with all other properties.

All the above documents at different dates show clearly the front boundary of the property. Unfortunately the reality is different. I am given to understand that as the new house was built in the 1980's the garden at the front was adjacent to the footpath. Therefore a wall was built around that garden ignoring the fact that it was taking in part of the footpath and reducing its width of from 2 metres to 1.3 metres. This is not recorded on Land Registry documents and it would appear that no permission was obtained for this expansion.

Documents D and E clearly show the extent to which the property extends over its boundary line.

This has serious safety implications in that if one attempts to leave my property by car or other vehicle, the fence and wall completely block my view of the road and oncoming traffic.

Document F shows the view from my car when the front of the car is at the bottom of my drive.

Document G shows the view from my car when the front of the car is at the kerb of the footpath.

One can see that the visibility along the road is severely restricted.

The reduction in width of the footpath creates safety problems for pedestrians. Some time ago a lady walking along the footpath was hit by the wing mirror of a lorry as she walked on that footpath.

Document H shows the extent to which the fence and wall extends onto the footpath.

The application states that the current vehicular and pedestrian access will remain unchanged. That is not satisfactory. The wall along the front of this

property needs to be removed and the pavement restored to its 2 metre width. Any replacement wall or fence needs to be of such construction as to afford me vision when leaving my driveway.

The question would be asked as to why, after living here for 15 years, I have done nothing about this matter until now. My neighbours were elderly ladies who had lived there for quite some time. The last thing I wanted to do was to upset them and cause undue worry to them. I therefore left it until an opportune time arose. Now is the obvious time to have this resolved.

Proposed new development.

The development proposes the construction of 4 semi detached dwellings. Two houses will have 2 bedrooms and the other 2 will have 3 bedrooms.

(I must make comment here that the drawings of the houses proposed are wrong. The elevation facing south west show a garage on the end of the right hand house. The elevation facing north east shows the garage on the right hand house which is the other end of the properties.)

The major concern I have is in terms of the increase in the number of vehicles using the site and the parking facilities. The 4 properties will have 10 bedrooms and yet only 4 parking places for vehicles are available. Three will park under an open car parking shelter and one will park in the garage attached to the end house on the eastern end if indeed it is a garage. I cannot see where else vehicles could park especially visitors. This parking allocation is totally insufficient and will result in cars being parked on the main A. 1064 road. This will reduce the A. 1064 to single lane creating a serious accident risk. Additionally it would be extremely difficult if not impossible for those people living opposite in Archway cottages to access their driveways. There are no other car parking facilities within the village within reasonable distance.

The application also makes no mention of the number of car parking spaces allocated to the large house remaining. This property has one garage. It also fails to mention how many dwellings will be accommodated in the barn conversions to be applied for at a later date. Two garages have been identified for this part of the plan which again will possibly be insufficient.

A further safety issue involving the amount of traffic using the site concerns the proposed use of existing access for vehicles and pedestrians. I have already mentioned the high walls but the increase in the amount of vehicles entering or exiting the site to and from a main A. class road will potentially create an accident black spot. The width of the entrance and the drive is unsuitable for the amount of vehicles expected to use same. In the event of an accident the high mounds of the properties opposite are not conducive to a safe escape.

The main A. 1064 is a busy road in its own right but it is also the main and obvious diversionary route when the A. 47 is closed. This has happened more this year than ever before and traffic is exceedingly heavy at these

times. Access to this development will need to be of a standard to ensure safety.

Barn Conversion.

It should be noted that the plans cater for existing barns to be converted to residential use and I have no doubt a future application will be made. In my view this is impractical. Any proposed development of this site should be dealt with as a single application at the same time. It needs consideration in the whole especially in terms of parking and vehicle access. The barn development has major implications for the current proposals.

I must say that I am highly suspicious of the motive behind this as it is an integral part of the site and development and needs to be considered at the same time.

I am very grateful to you for your time and consideration in this matter.

Yours faithfully,



B.R.J. McDonnell.

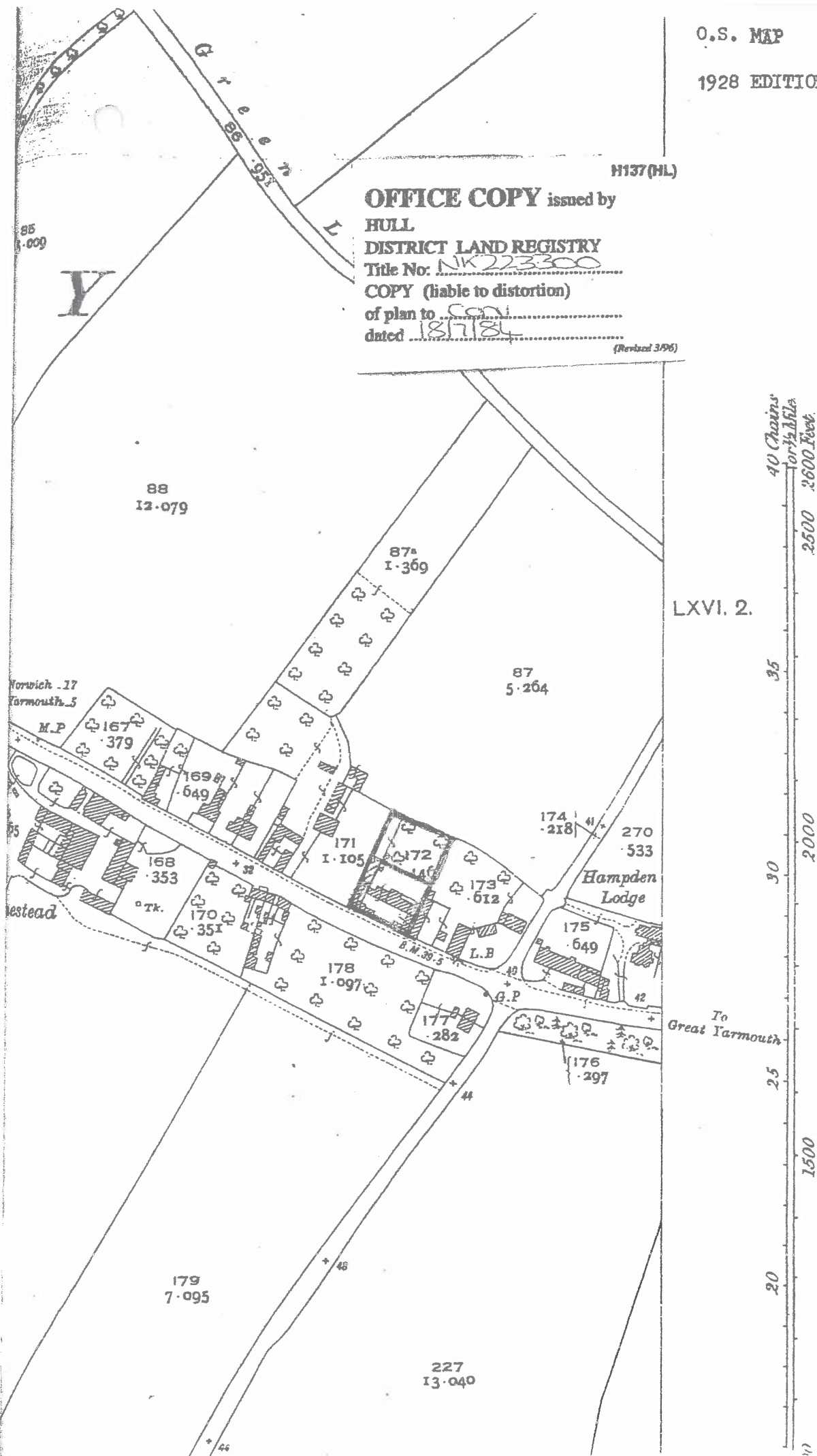
cc. The Clerk, Filby Parish Council

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H137(HL)

OFFICE COPY issued by
HULL
DISTRICT LAND REGISTRY
 Title No: NK 223300
COPY (liable to distortion)
 of plan to SEA
 dated 18/7/84

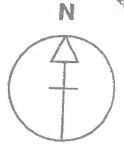
(Revised 3/96)





TITLE NUMBER
NK262815

NORFOLK : GREAT YARMOUTH



ORDNANCE SURVEY MAP REFERENCE:

TG4813SW

SCALE 1:1250 Enlarged from 1/2500

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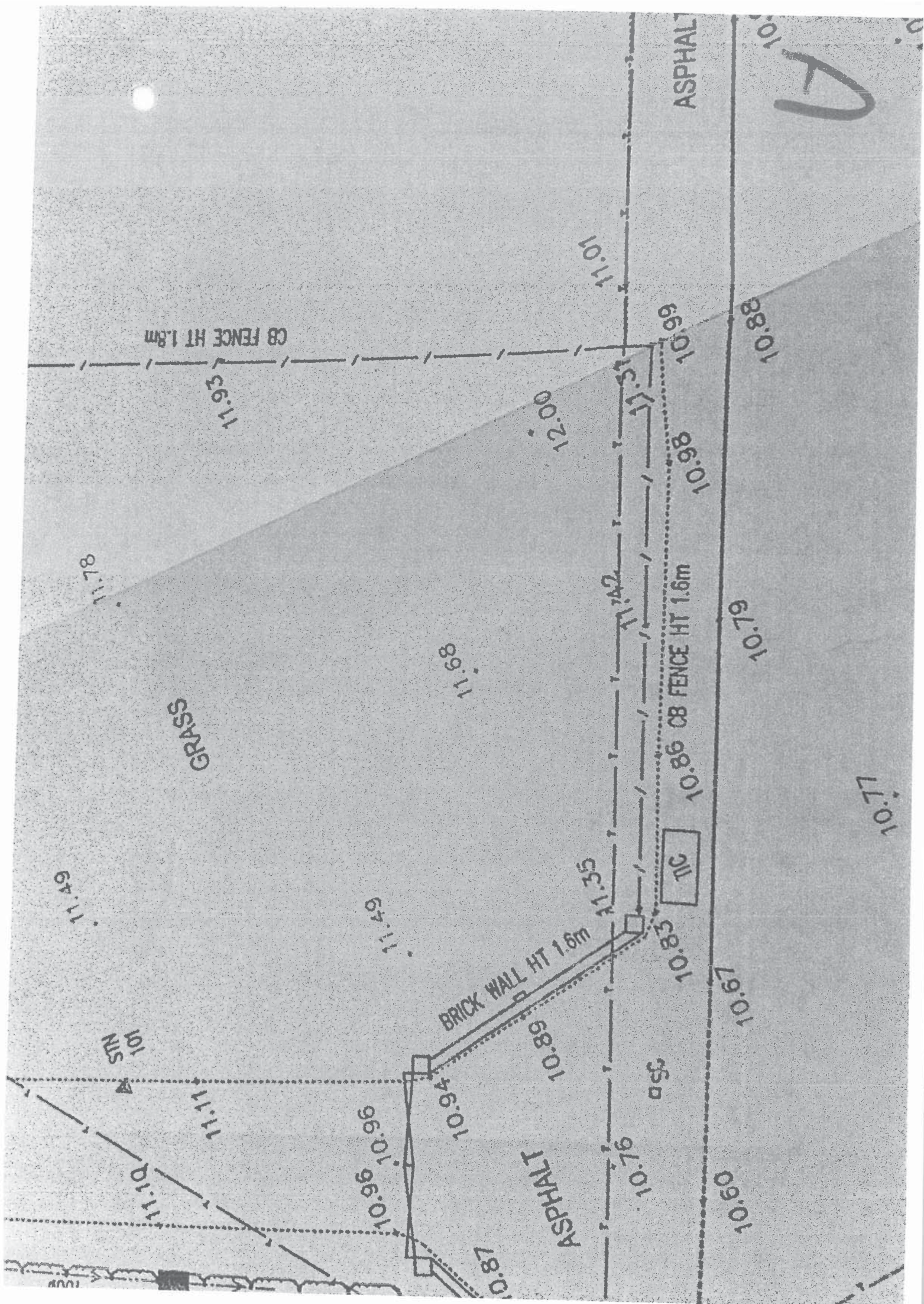
Land Registry Current title plan

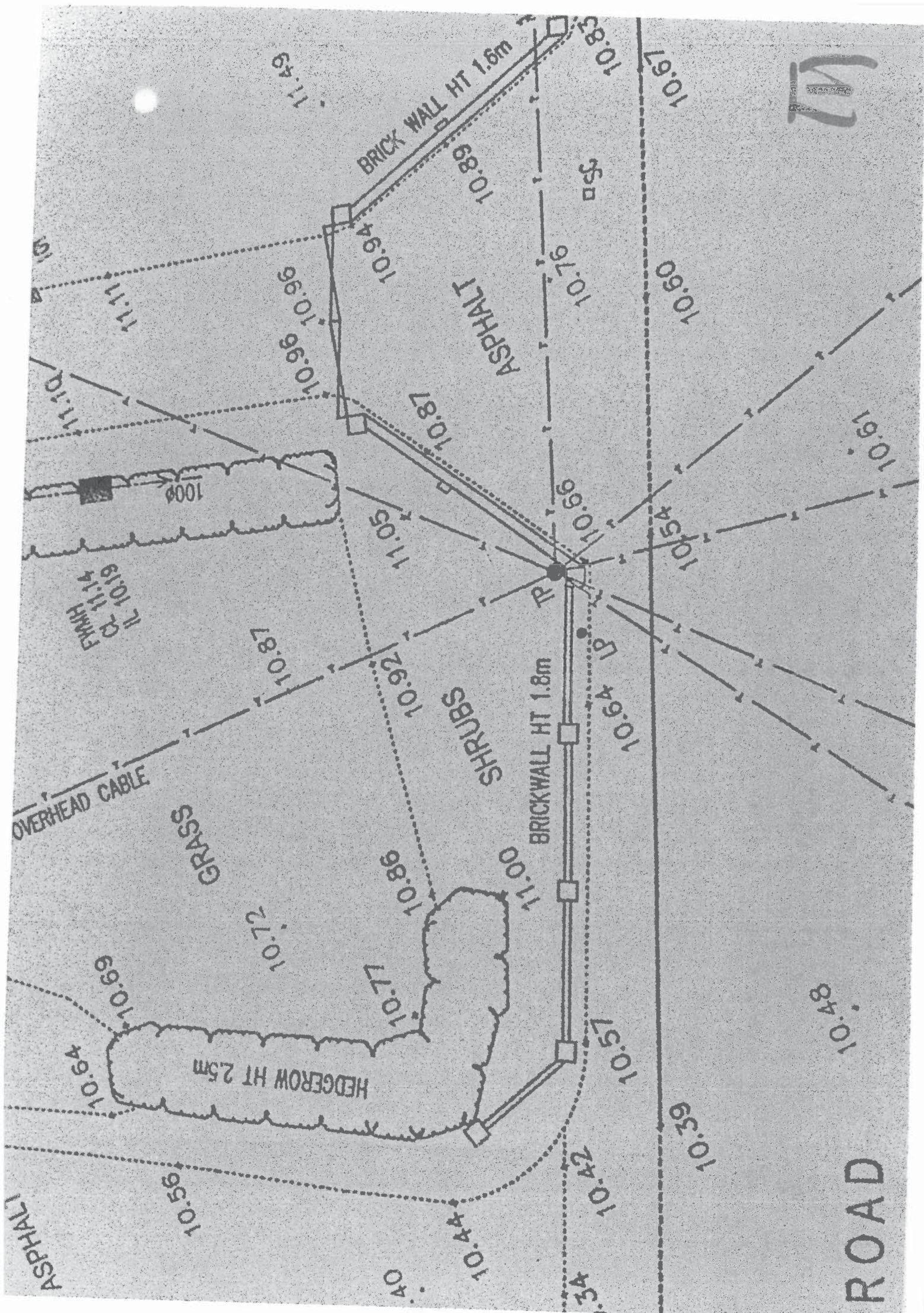
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Ordnance Survey map reference **TG4813SW**
Scale **1:1250 enlarged from 1:2500**
Administrative area **Norfolk : Great Yarmouth**

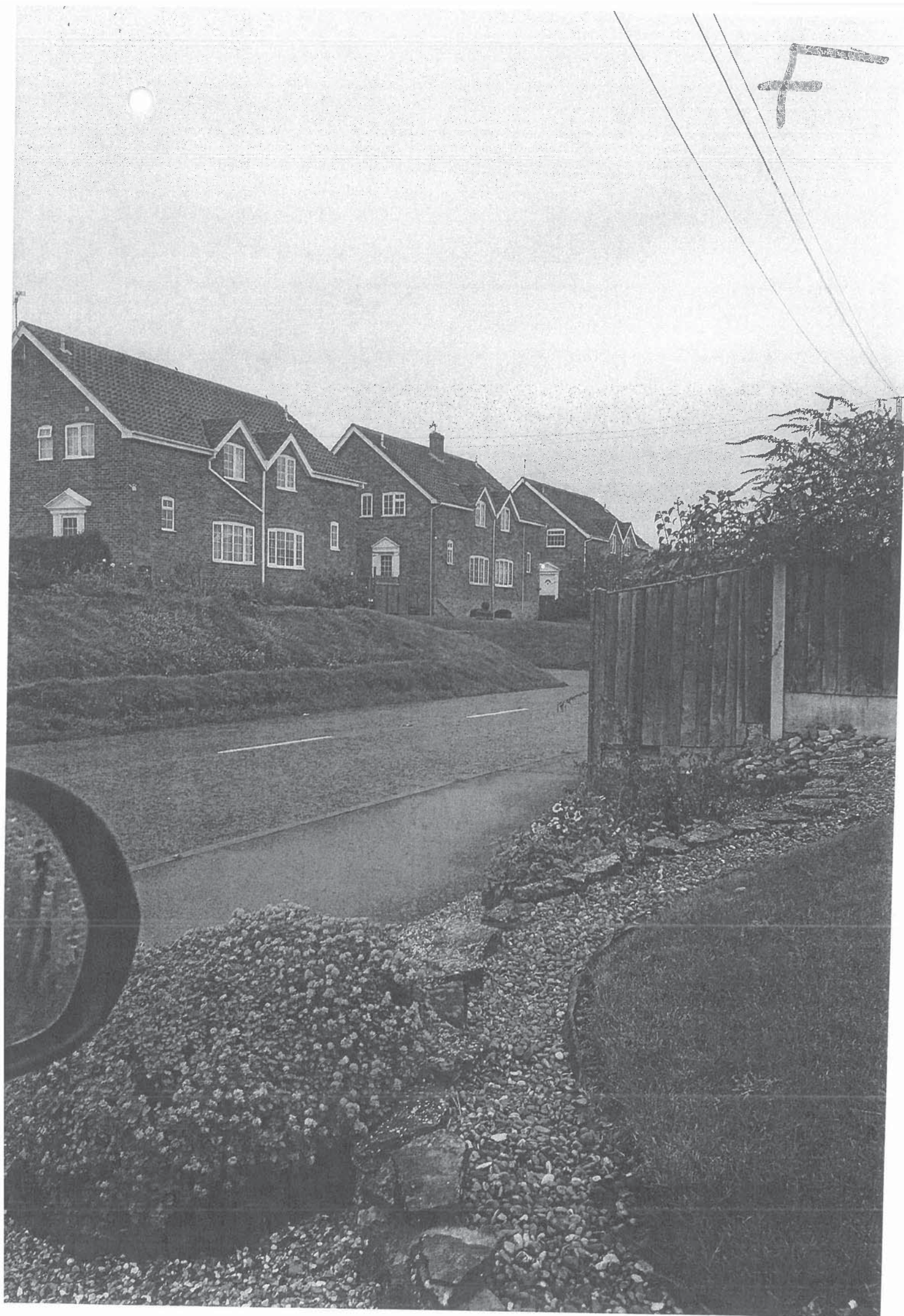


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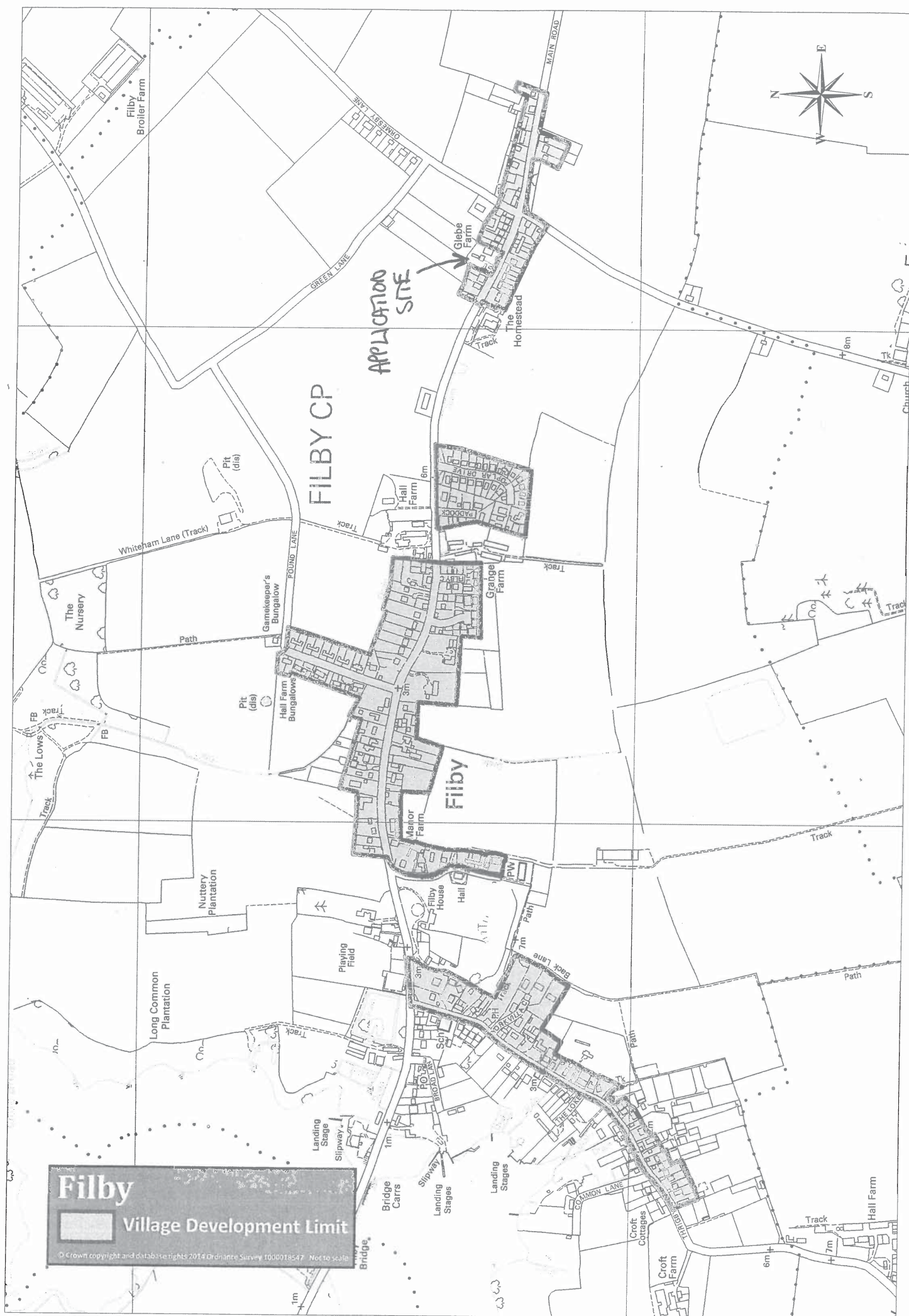


G



H



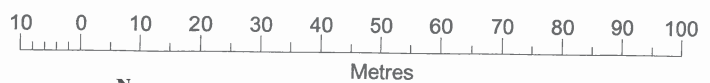


SITE NOTICE
06/15/0631/F



GREAT YARMOUTH
BOROUGH COUNCIL

Planning and Development Department,
Trafalgar House, Greyfriars Way,
Great Yarmouth, Norfolk. NR30 2QE



Scale = 1:1250 @ A4



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